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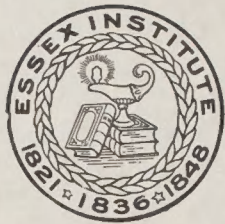
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John W. Bush  
De Stiles Bury

Libi Libertas. Hi Patria.

Some of the Congress' late

Com. of the U.S. Congress to the China

and interspersed with political

grammatical - Statistical - Geographical

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algebraical and poetical with many

conical, conical, critical, historical &

whimsical remarks - By the late J. C. B. Bury

should not then be little marked - published

by a friend for the benefit of the distressed

and orphaned of the deceased - the

whole dedicated to his most serene and

most noble majesty - Caesar Bury Esq.





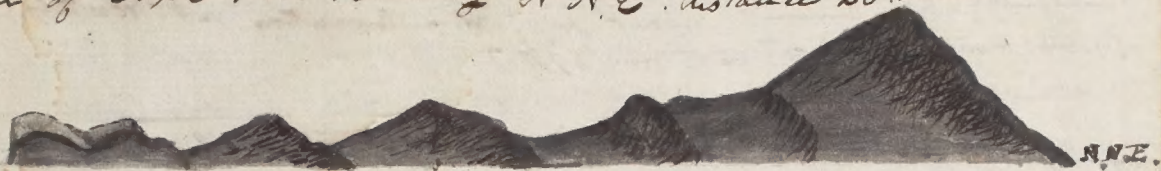


July 17<sup>th</sup> 1819 -

Got underway from Rio at 4 A.M. Wind again for a pilot at 6 Pilot came on board. Sailed Fort St. Louis at 7. Stood out to sea with a light land breeze. discharged the Pilot. the Sugar Loaf bearing N.W. 1/4 N. Sailed the English Transport Ship. which came out with us. she is a Ship of 500 tons & has on board 800 convicts bound to Botany Bay.

July 18<sup>th</sup>

This day came in with rain. the wind from the N.E. & E. the most western land in sight bearing N.W. by W. the Eastern N.E. At 5 the center of Cape Frio bearing N.N.E. distance 20 miles.



Appearance of Cape Frio. Bearing N.N.E. 13 Miles distance.

From July 19<sup>th</sup> to the 27<sup>th</sup>

Nothing remarkable occurred. the Wind generally from N.E. to S.E. The Temp. of Air from 60 to 65. water the same.

We find the variation by Comp.

2° 26' W

by Az - - - 2° 30' W

Sacculung Solance as laid down in

Arrowsmiths Chart. - 58° 41' E.

Dist. 304 Miles

by Bowditch - 58° 41' E.

Distance - 288 Miles

July 28<sup>th</sup> to 29<sup>th</sup>

During the day strong breezes from the N.E. & E. with the weather generally pleasant.

Lat. by the Sun times. 29° 55' South

Aquila - 29° 47' "

29.

Commenced strong breezes and hazy. the wind from the North came at 6 P.M. Sacculung bore south distance 80 miles.

Hansburg mentions in his East India Directory, from Navigators, said to have seen it. who all differ in their Latitudes & very much in their Longitudes. the mean of all their Lat's 30° 32' S. 19 m. Capt. Long of the English Ship Brothers describes it as 60 or 80 feet high about 4 leagues in circumference, Bluff at the N.W. & sloping at the S.E. extremity. Many Navigators doubt the existence of it all together. Hansburg says he has twice endeavored to make it but in vain. seeing him once to the N.E. & once to the South.



2  
following Shoals &c.

Arrowsmith in his chart lays down the

Breakers seen in 1700. Lat  $31^{\circ} 9' S$  Long  $21^{\circ} 24' W$ .  
Boths. said to have been seen by Lieut. Grant. R. N. in 1800. Lat.  $32^{\circ} 27' S$   
Long.  $11^{\circ} 20' W$ .

An island seen in 1801.

Lat  $32^{\circ} 30' S$   
Long.  $20^{\circ} 43' W$

A Shoal

Lat  $32^{\circ} 45' S$   
Long.  $21^{\circ} 30' E$

And he makes Tristan D'Aunha. in

Lat.  $37^{\circ} 9' S$   
Long.  $11^{\circ} 39' W$

From July 30 to the 1<sup>st</sup> of August.

No remarkable occurrences. The wind generally from NW. to S.W. the weather pleasant. The current about N. by W. - Variation  $\frac{1}{2}$  pt. Westward. The Temp<sup>t</sup> of Air from  $58^{\circ}$  to  $61^{\circ}$  water from  $57^{\circ}$  to  $60^{\circ}$ .

From August 2<sup>nd</sup> to the 10 -

The wind from the Southward and Eastward. Strong gales at intervals, occasionally a heavy sea. Saw a great number of Birds. called Cape Pigeons. They are the size of a small dove. Spotted on the back. feet webbed and black. caught a few which the officers have stuffed. They were easily caught by a line astern, hook baited with pork.

We find as we approach the land. the variation increases. rapping. it is now one point to  $\frac{3}{4}$  Westward. we are now about 440. miles Westward of the Cape of Good Hope.

From 10<sup>th</sup> of August to the 14<sup>th</sup>.

Nothing remarkable these last four days. the prevalent winds from N.E. to the Southward. Gales. & rain at intervals. Saw a large number of Albatross, a Bird the size of <sup>large</sup> large goose. caught one. measuring 9 feet 2 inches from one extremity of its wings to the other. the feathers on the back. are brown. the Head grey the under part of the wings white. the Bill about 5 inches long hooked at the point. the upper part overlaps the under. The Feet and legs are white. the former are webbed. measuring across when extended 3 inches. at the same time caught a Bird called the Cape Hen. the size of a Turkey. its feathers are black. its wings measured 4 feet.

14<sup>th</sup>

The variation has increased from  $15^{\circ} S$  to  $27^{\circ}$ . the distance from the Cape this day the 14<sup>th</sup>. being about 200 miles.

The sea grows very heavy. from the S.W. with squalls. the ship is snug and ready for a severe gale.

The Bearings of Telemague. Shale as laid down in Bowditch by the Ch. Longitude -  $S 67^{\circ} E$ .

Distance 123 miles

The following account of the Telemague Shoal I copy from Handing it is given by Capt John Eastward. of the American Ship Dallas.



The following account of the Telamague Shoal is given by <sup>3</sup> Capt. John Eastward of the American Ship Pallas.

January 11<sup>th</sup> 1807. by a very good observation in Lat. 38.3 South and by account in Long 23.9 E. at 1 P.M. perceiving the water discoloured and spotted, as if passing over rocks, I went aloft with my glass, and found the ship was passing over the N.E. point of a Shoal. The water greatly discoloured, and rippling very much. I saw two places on which the sea broke very high, bearing from the ship W.N.W. and W.S.W. the one bearing W.N.W. apparently the most dangerous, as its extent to the Southward and Eastward, was beyond the reach of my eye, assisted by a very good glass, and a clear day, and the distance run by the ship, I should suppose it to be 6 or 7 leagues in length from N.W. by N. to S.E. by S. as I could distinctly see the clear blue water on the other side. I conclude it is narrow not more than twice the length of the ship in breadth off the N.E. point when we passed it. It is probable that the water is very cold, all round it, as the ship at most not more than half a mile distance, run two or three hours in water very little discoloured. There was a greater rippling the whole length of the Shoal, but no Breakers, except the places before mentioned. It extended far to windward of the ship's wake, and its appearance so alarming, that I thought it imprudent to leave round, as I should have done to pass to leeward of it. It was too dangerous to pass round it with the ship, & the sea too high to examine it with the Boat. I did not sound because the situation of the ship with at first a North easterly wind, which blew directly on it, prevented my hearing too; and it was impossible to get bottom with the ship under way, but there can be no doubt, but it is a Shoal, of considerable length and danger.

The mean of two distances of the Sun and Moon on the 4<sup>th</sup> and 5<sup>th</sup> of January, worked up to the Time, when the shortest place bore N.W. makes it in Longitude 22° 58' 22" East, and by a good meridian altitude in Latitude 38° 5' South. I was boarded 5 days after by the M. Ship Lord Duncan Capt Hart, and his chronometer would place it about 40 miles farther West, but his distance between Sun and Moon in the same Longitude of 2° 58' 20" E.

This Shoal takes its name from a French Frigate Telamague. Capt Gunder bound to Madras, in January 1786. he made it in Latitude 38° 50' S. Long 22° 2' E. from London. Capt J did not sound owing to the supposed danger of the vessel.

Another account places it in 40° 47' S. so that if it has any distance its situation is very doubtful. Hantburg says many of his M. Ships on Cape Station have frequently searched for it but in vain.

Capt Eastward's account however has such an appearance of probability, that I myself believe a dangerous Shoal does exist in nearly the situation he has given above. & would advise all commanders sailing between the parallels of 25° & 40° South to keep a good look out for it, & between the Longitudes 21° & 24° E.



August 15<sup>th</sup>

Through out the day strong winds from W.N.W. to W.S.W. In the afternoon & during the night. with occasional rain. The ship having been generally for the last 4 days under reefed topsails. We have this day experienced the heaviest sea since leaving the U.S. At midnight the Cape of Good Hope bore North Distance 145 miles. supposed to have Cape near the outer shoal. This day showed the second Division of Guns. on account of the heavy sea. In one of the Ships gunbores. Our Right Rev. Chaplain Loughton. fell away on the spar Deck. & bringing up; with his <sup>best</sup> against one of the Cartridges, received a fever Contusion in his right temple, much to the regret of the Youngsters under his tuition. As to his Ministerial duties, he reads the performance of those attached to the professorships of Navigation the Mathematics & Belle lettres. It is a source of much happiness to his friends, that all appearance of approaching danger. from the wound, has been removed by the morning report of the Surgeon. He is now convalescent - & will in all probability be able to attend the functions of his office in the course of two or three days.

The variation this day. is 20° Westward. Having passed the Cape of Good Hope. This is a Bank laid down in Bowditch called the Dutch Bank. which bears from us this day by the Chronometer Longitude 58° 3'. Distance = 500 miles. Some Navigators doubt the existence of this Bank. as well as the one I have already described. The latter. (Tahamague) Capt. Dallas. of the U.S. Navy. passed over in 1815. (ie by his Longitude) but still the one given by Capt. Eastwood is more to be relied on. At 12. midnight the Thermometer stood - Air 55° - Water 58°. suddenly the water fell. 10° degrees - it is impossible to account for the change in the Temperature of water. it was ascribed to the denser atmosphere. but it could not change in so short a time as 2 hours.

Account of a shoal discovered by the ship Swallow. August 16<sup>th</sup>  
Bengal. August 31<sup>st</sup> 1815. David Willson Master from

At 4 P.M. Observed from the Ships Deck. a Rock. with the sea breaking over it - very high. bore too to have a fair view of it, saw another Rock. about half a mile West of the former just above water. and a heavy sea running over it. and the appearance of a shoal extending to the S.E. of these Rocks. as far as the eye could reach from the mast Head, the highest rock bearing at this time S. 3. by 3. and the extrem of the shoal S. true bearing. the rock distance about 3 miles of this appearance.



About 26 feet above the level of the sea, sounded with 120 fathoms and no ground, the shoal appears to be of great extent, but no appearance of the shoal extending to the Northward or Westward of the Rocks. Our Latitude at this time was 28° 19' South, and Longitude by mean of two <sup>extra</sup> correct at the Isle of France 42° 10' East of Greenwich, which places the rock (the largest) in Lat 28° 20' South and Long - 42° 13' East. I have no doubt this must be the shoal. The ship Belliqueux. struck soundings on, somewhere between in 1807. she had in all probability struck soundings on the Southernmost extreme of it; at that time she was in Lat South 28° 43' and East Long 42° 26' from Greenwich. That this is a rock and shoal every person on board is fully -



convinced there could be no deception being so near it, night coming on and the weather being very unsettled, I thought it would be very improper to send the Boat away with the risk of losing, on the 12<sup>th</sup> I had a sunset of Lunnus. @ D\* the mean of which is 9 miles to the westward of Chronometers: when brought back to this day places the Rock in = 42° 41' East of Greenwich } <sup>note</sup> the mean between chronometers & Lunnus will be 42° 3' 30" East -

Named them the Hague Rocks.

### Remarks on the Monsoons.

The Monsoons. South of the line extend from the Equator to the 10<sup>th</sup> of Latitude and as far as the 13<sup>th</sup> towards the S. of Sumatra and Timor from S to W. from the N.E. part or point of Madagascar to the Moluccas. North of the line -

The S.W. Monsoons. from April to October N.E. from October to April. The S.W. Monsoons. extend all over the coast of Africa Arabia & Japan. N.E. Monsoons the same except in Red Sea, Gulf of Persia and may add the Straits of Malacca. Where the winds are generally shifting. On the Monsoons. do not blow long -

The S.W. Monsoons North of the line { From April or May to October or November.

S.E. Monsoons. South of the line

The N.E. Monsoons North of the line { From October or November to April or May -

N.W. Monsoons South of the line -

First.

Remarks on the Trade Winds on our Passage from the U.S. to Rio. in the U.S. Ship Congress. Where we took them; the Latitude. The Longitude we crossed the Tropic of Cancer & the Equator -

May 26<sup>th</sup> 1819 - in the Lat 32° North, Longitude by Chr. 43° 47' West from Greenwich. Took the Trades blowing from N.N.E. but light crossed the Tropic of Cancer the 1<sup>st</sup> of June in the Longitude by Chr. 32° 53' W. the wind varying from the 26<sup>th</sup> of May to the 1<sup>st</sup> of June from S.N.E. to East. S by S. S by N. some times light at others fresh. The general average of the ships run per hour was about 5 knots - from the 12<sup>th</sup> to the 14<sup>th</sup> the first in Lat 5° 22' North the latter in 3° 33' North, the wind light & variable some times calm. And on the 14<sup>th</sup> out poured to have lost the N.E. trades & at 1 a.m. took the S.E. trades but light blowing from S.E. to S.S.E. in the Lat 3° 33' North of the line Longitude by Chr. 21° 56' 15" W by Lunnus 21° 45' West. the 17<sup>th</sup> crossed the Equator in Longitude 24° W the wind continuing fresh and steady - from S.E. to S.S.E. until the 24<sup>th</sup> of June when we had a change of wind for 4 hours blowing from S.S.W. but changed again to S.E. by S. varying - S.E. S.E. by E. E.S.E. S.E. by S. E. by S. On the first of July in the Lat. 22° 49' South Long by Chr. 42° 3' West.



to the S.E. Trades and took a variable wind blowing from N.E. to N.W. On the 27<sup>th</sup> of June struck soundings in 30 fathoms on Abrosias - Shoals in Lat 16. by a Star 18.6 South Long by the 36.8 West. Course sailed & fine shells -

During our continuance in the S.E. Trades, where never headed off to the Westward more than S.W. & W. and never headed to the Eastward more than S.S.W. & W. =

Soundings of the Astrea (In the U.S. Ship Peacock.  
N.B. from 20-30 to 23 - in  
Lat from 39 to 40 observed the  
Water deeply colored.

On Thursday the 27<sup>th</sup> January 1811 about 4<sup>th</sup> past 10 A.M. observed a change (by the rippling) in the water, which induced me to sound. But did not get ground. At 4<sup>th</sup> past 10 sounded a second time, with Meysers patent sounding Machine & struck soundings in 30 fathoms water fine yellowish sand. At noon Lat by Observation 38-16 South and Longitude by means of 3 Chronometers 20-42 East distance run from 4<sup>th</sup> past 11 to noon was 12 knots S.E. by C. Compass Variation 2 points - These soundings will be found to agree (at least in Latitudes) with those said to be gained by several Ships in the East India Directory -

August 15<sup>th</sup> 1819 -

On the 15<sup>th</sup> we were in the Lat. - 37-28.5. Long by Chr. 20-38.2. The temp<sup>re</sup> of water changed 10<sup>o</sup> degrees. Probably we were near this shoal - at the time of this change the Shoal bore from the Ship. by the Peak Lat. 3-12.2. Distance 48 Miles =

Extracts from Hazard's East India Directory  
Winds and weather near the Bank of Aguilhas.

From September to April which is the Summer Season, the S.E. winds are said to predominate in the vicinity of the Cape of Good Hope. & N.W. and Westerly winds from October to April which is the Winter or stormy season. But it must be observed that the S.E. winds are not constant on and near the Bank of Aguilhas, during part of January the whole of Feb- & March than at any other season of the year. In April also they are expected tho' in this month short gales from the Westward frequently happen. In May the winds between N.W. & S.W. prevail more than the S.E. and Easterly winds, sometimes blowing in hard gales along the edge of the Bank. In June these Westerly and N.W. winds set in strong! during the months July and August they blow with greater force, producing a very high sea. & were it not for the help of the Westerly current, setting along the edge of the Bank. Ships would find it very difficult to get round the Cape in these months. All Ships from India which on their passage to Europe reach the Eastern part of the Cape Bank from April to September, should be in good condition if possible, & well prepared to visit bad weather: for they will be liable to encounter storms from W.N.W. to W.S.W. which may continue two or three days at a time with short Easterly and variable winds. Many ships by not being in a condition to visit these winds have sprung a leak, and were obliged to bear away for St. Augustines Bay, in Madagascar, to repair their damages, some have anchored in the Bays to the Eastward of the Cape, in great distress: and others reached Simons Bay with much difficulty where they repaired their damages, and refreshed their crews worn out with fatigue =



= In August the westerly winds blow not so constantly as in June and July. Altho  
very hard gales of short duration may be expected. On the 4<sup>th</sup> of August 1801 we  
were in the Anna. near the eastern part of the Bank, abreast of Algarve Bay.  
and got round the Cape of Good Hope on the 16<sup>th</sup> having encountered a very severe  
storm of two days. continuance from W.N.W. and West in long 26 2. Westerly winds  
are also frequent in September, October and November and even in December ships have  
been beating round the Cape or rather the Bank against westerly winds, during the  
whole month before doubling the <sup>Cape</sup>. They had some times several maden squalls,  
but in general westerly gales are of short duration in this season. although they may  
blow very strong. Notwithstanding what has been said relative to winds it some times  
happens that ships get easily round the Cape Bank, to the westward in every month  
of the year! May have been known to get round May, June, July, and August  
more speedily than others in November & December, for the winds are often different  
in one season from what they are in another, even in the same month.

Around the Cape Bank and in the open sea far <sup>to the</sup> S.W. S.E. and  
Southward of the Cape the winds in changing follow the course of the line,  
seldom running from N to East & E. but mostly from N.W. to W.S.W. and Southward  
after blowing strong N.W. or West. If the winds should run to S.W. and South & it  
becomes light and is succeeded by a calm, if a light breeze continues, it veers to  
the South & E. where it may keep fixed for a considerable time, but not above a  
day. most probable if it is in the winter season from S.E. it veers to East and N.E.  
and Northely winds are very transitory, but in Lat 39 & 41 South, from the  
meridian of Cape Aguilhas to 45 50 E. long. the N.W. Easterly winds frequen<sup>ly</sup>  
are experienced in both seasons and some times blow steady for a day or  
two at a time - There are some times N.W. or westerly gales, near and upon  
the Cape Bank, which blow very hard with a clear sky, but those most  
to be dreaded are generally preceded by heavy black clouds rising from the  
N.W. and Westward with some times lightning issuing from them or a noise  
of distant thunder. shortly after the gale may be expected to commence by  
sudden gusts, or whirlwinds from the heavy dens clouds, and some times  
attended with heavy showers of Hail.

When the winds at S.E. or S.S.E. shift to N.W. the Dutch commanders were wont  
by the Company to take in the main-sail. If lightning appeared in N.W.  
quarter they were to wear & shorten sail! for in the first they expected a  
hard gale a N.W. and if lightning was seen in the direction the wind  
shifted to, they thought the gale would commence in a sudden shift  
or whirlwind which might be fatal if they were taken aback.

I have found the Marine Barometer of great utility  
in anticipating storms near the Cape Bank by a considerable fall of the  
mercury. A careful attention to this instrument - combined with the  
knowledge, every Navigator ought to obtain by observing the appearance  
of the atmosphere and surface of the sea, or celestial bodies, will be  
sufficient to warn him of the approach of storms, altho a fall of the  
mercury generally precedes a gale of winds in these latitudes; it is  
seldom disturbed by hard squalls, of short duration. (In



8 In the vicinity of the Cape Bank and in most part of the Southern Hemisphere, the Mercury rises with southerly and falls with northerly winds. Those proceeding from a warm atmosphere are more rarefied, consequently the Mercury falls in the Barometer, whereas southerly winds coming from the regions near the Pole are more dense & causes the Mercury to rise. This ought to be kept in remembrance, for I have several times when the wind was from S.E. observed the Mercury to fall considerably before it changed to the Northward, and expected a gale, but the fall resulted only from the warmer air coming in contact with and mixing the former - From the Cape Bank to the meridian of the South end of Madagascar, hard gales of wind happen in the winter season accompanied with lightning, thunder, and much rain which sometimes prove very dangerous to ships near the land.

In the Straits off the Cape Bank and to the Eastward, the sea is turbulent and they are generally accompanied with a black overcast sky. When they are about to commence and during their continuance, numbers of Albatross, Petrels, and other oceanic Birds are seen flying about. Altogether altho in moderate weather few are perceived, for at this time they rest on the surface of the sea to fish which they cannot do in a storm.

From the 17<sup>th</sup> to the 31<sup>st</sup> of August.

In the two last days the weather has been generally moderate the Wind variable ranging from N.E. to S.W. the ship under light sail. (The variation is now 20<sup>th</sup> Westerly.) The last day - cloudy with a fresh breeze, squalls at intervals. At 10 A.M. Robert Ellis, Carpenter whilst at work forward repairing the railing, fell from off the Boats. on board. Hove the ship aback & lowered down the Stern Boat. but all to no purpose, for the Boat was too long in getting clear, owing to the Orders of Capt. Denby. a day or two previous, the Boat had an extra lashing paper to preserve her from injury, in which they were too long in clearing away to be of any service, for he was crowded before the Boat reached the water. after searching in vain the Boat returned hoisted her up & fell away. made sail -

At 11 A.M. in Lat 38° 36' South Long by Chrono = 31° 12' East. observed the water greatly discoloured, the thermometer having altered 7° in the course of 4 hours. which induced us to - round, back'd Main & Mizen Top-sails, got a cast of 200 fathoms, but found no bottom. It is impossible to account for this strange change in the water's colour. but easily accounted for the Temperature. For where a current is found setting, it will regulate the rise & fall of the instrument, according as it is fast or slow -

To day discovered two bodies afloat on the water about 2 miles from the ship. at first supposed them to be pieces of a wreck at -



first. but found them out to be nothing more than two *Spermatic* Whales. which subsided our apprehensions of its being a wreck as soon as they began to play. Saw likewise a number of Albatrops, Cape Pigeons - & Petrels. The former are much larger than those seen a week or two past. These appear to be a different kind. for their bodies are white, wings the same. tip of with black.

Remarks on the currents, variation &c. on and near the line -

From 20° W. to St Pauls. a current was found setting from S.W. by S. to W.S.W. from 3-4 to 1-2 knots per hour. The variation at the latter place 6° 30' West and increased rapidly to 2° & 11° 30' & over 13° West - Lat St Pauls. 55° N Long 29° W. current 3-4 knots per hour. W.S.W. - we had winds from S.E. to S.S.W. all the latter part of July. and August, we could have made a direct course along the line to the Coast of Africa.

	Lat	Long	Vari <sup>n</sup>	
Ferdinand de Noronha	3° 52' S.	32° 30' W	2° W.	Current S.W. by W. 1 knot per hour.
Island of Rocas	3° 56' "	33° 33' "	3°	
Cape of San Roque	5° 7' "	35° 30' "	2° 40'	" NW 20 miles in 24 hours
Seam	3° 45' "	38° 36' "	1° 10' E.	
These are laid down on the Chart, as far as 41° W	3° 41' "	38° 7' "	1° 25'	From Cape San Roque along the Coast as far as the line a very strong current sets from W.N.W. to N.W. some times 48 miles in 24 hours. it will on a moderate calculation average 1 3/4 knots per hour. From 12 S to 3° N 6° N. in Long 38° W. it sets nearly North fully. 3/4 of a knot, after that you find some easting in it occasioned perhaps by calms & variable winds from N. and N. The Northward there is a current setting with the Trades.
	2° 50' "	38° 4' "	1° 30'	
	0° 20' "	38° 2' "	50'	
	1° 48' N	37° 30' "	2° 6' W.	
	3° 4' "	36° 2' "	3° 33'	
	3° 58' "	" "	4° 48'	
	3° 32' "	36° 38' "	4° 41'	
	10° 54' "	36° 37' "	2° 18'	
	12° 21' "	36° 50' "	2° 26'	
	14° 8' "	37° 28' "	3° 22'	
	17° 9' "	38° 36' "	5° 24'	
	18° 32' "	38° 59' "	6° 59'	
	19° 54' "	40° 27' "	6° 24'	
	21° 9' "	39° 53' "	6° 59'	
	23° 8' "	42° 28' "	10° 36'	
	27° 25' "	44° 17' "	12° 6'	
	34° 17' "	47° 30' "	14° 22'	
	41° 52' "	50° 3' "	22° 56'	
	43° 13' "	53° 36' "	23° 14'	
	43° 21' "	58° 36' "	15° 12'	

From Lat. 35° N. and nearly to the Grand Bank we experienced a strong southerly current, say 1 knot per hour. it was from S.S.W. to S.W. it then got easting and to the Northward of 42° N. it appeared to run with the same velocity from S.E. to S.S.E. the dead reckoning never agreeing by 16 miles Lat.

another circumstance may be worthy of notice, it is said that near the Grand Bank the water never appears coloured either to the Southward or Eastward of it. and if it is coloured you must be to the Westward of it. The reverse is the fact. we have proved that the water appears coloured both to the S<sup>2</sup> and E<sup>2</sup> of it. it was coloured some days. and we could get no soundings. it was then a doubt but our chronometer has since proved it.



August 25<sup>th</sup> 1819 -

The situation of the Shoal is very inaccurately laid down, as we have met with nothing this day or two that indicates being in the neighborhood. It appears by our run that by keeping in the parallel of  $37^{\circ}$  South you will run clear of it. A good look out should always be kept. near any of these situations assigned.

There is but little doubt of the existence of a Shoal. as described, but inaccurately laid down, and no doubt it is dangerous. Consequently a good look. has been kept on board & will be. as long as any danger is apprehended. We have frequently sounded from 100 to 200 fathoms of line but have found no bottom.

26<sup>th</sup>

At 11-20 the lookouts at the Mast head, discerned Breakers bearing from N 3/4 E. to N E 1/4 N. about 15 miles distant. apparently 3 miles in length. The sea broke much higher at the centre than at either extremity - probably this appearance was only a deception of the Horizon.

If we were not deceived I should suppose it to be. a Shoal discovered in 1815. by the American Brig Atalanta, unfortunately the day was cloudy. so we could get no observations for the Lat nor for the Chronometer, but the Latitude and Longitude deduced from yesterday's Observations places it in Lat =  $37^{\circ} 20'$  South & Long =  $55^{\circ} 3'$ . This Lat nearly corresponds with the situation assigned to it.

27-

The sudden change of the Thermometer indicates our approach to a Shoal. but none are laid down in any Chart or Work we have on board, as to our present situation, consequently shortened sail, wore ship, bore 100, and sounded with 200 fathoms, no bottom, filled away and made sail.

I suppose this change in the Thermometer may be attributed to ice being nearer the ship than usual.

September  
2<sup>nd</sup>

Discovered a Strange Sail ahead, at 4 A.M. supposing our selves near the Island of Amsterdam bore 100. At 6 filled away.

At 9 discovered the Island bearing S. S. E. - The Strange Sail still ahead - At Meridian the Island bore  $55^{\circ} 3'$  Distance 10 miles The Longitude of the ship being at 12 o'clock.  $77^{\circ} 42'$  which agrees to a mile with Handburg's situation of the Island, for he has laid it down in  $77^{\circ} 50' E.$  At 1-15 P.M. the North point bore by Compass  $84^{\circ} W. 21' W.$  Its Longitude by both our Chronometers places it in  $77^{\circ} 52' E.$  agreeing nearly with the Longitude that Handburg gives it — This is one of the Islands originally discovered in 1697. by van Blommestein, a Dutch Navigator, who gave the



name of Amsterdam to the Northern one and St Pauls<sup>11</sup> to that of the Southern, but the English which we now conform to have reversed their names - This Island as called by the original discoverer Amsterdam, which I shall adopt; as seen from the ship was apparently about 80-100 miles in length & 50 in breadth, of its height I am not able to judge - owing to the obscurity of its Summit - but below (these clouds which surround the Top. on the N.W. side was black, Barren - rocky. & in spots I could perceive an abundance of large yellow grass which had become dry - we were sufficiently near to judge of its shore which I should say was not totally inaccessible, for we plainly saw the Beach at the North point & no intervening Rocks or Breakers between us and the Point - If there had been any we should no doubt have discovered them, as the wind was strong from the N.W. blowing directly on it - I think there not the least doubt of its being accessible at this point - with the wind to the East of North or South.

On the Top of this Island it is supposed there is a Volcano. I can't vouch for the truth of this as the Top was imperceptible.

Much confusion has arisen in consequence of some Navigators having interchanged the name of these two Islands; calling the Southern one Amsterdam & the Northern St Pauls, among which number is Boscawen.

Great care should be used in approaching this Island particularly in the night as in hazy weather I don't think it could be seen more than 6 or 7 leagues distance.

By running on a parallel of  $37^{\circ} 55'$  South you will clear all dangers & get pass sufficiently near to have a good view of the Island. The water around it did not appear the least discoloured, nor could we perceive the least indication of soundings. The Thermometer while passing the Island fell but two Degrees -

St Pauls bears about South from Amsterdam, at about 50 miles distance and is much frequented by Seals - Hawking lays it down in  $38^{\circ} 27' S$  & Long  $74^{\circ} 51'$  East -

The whole distance of the Ships Run since leaving the United States up to this Island was 12,241 miles -

The Variation near this Island we found to be  $15^{\circ}$  West - The appearance of the Island of Amsterdam is on the opposite side -

September 5<sup>th</sup>

Discovered a sail bearing S.S.E. made her out to be a Ship standing to the Eastward - made all sail in chase - shortly after the stranger showed under her Colours - In the afternoon started a sail, bore too & boarded the Captain of & from New York Capt Loring 108 days out -

Capt. Henry tendered him our Protection through the Straits of Lunda - it was accepted, the Boat returned, filled away and made sail - The Captain standing on in our course under a broad, studding sail lower & aloft - surely keeping way.



12.  
with us under Dotted Reef Top sails =

Appearance of the Island of  
Amsterdam bearing Distance 18 Miles



Amsterdam bearing  
distance 15.



Amsterdam =  
bearing -  
Distance 7 or 8 miles =





September 5<sup>th</sup>

(13)

Some of the crew having formed themselves into a Dramatic Corps, under the management of Ino De Pointe Esq. opened their Theatre on the evening of the 5<sup>th</sup> instant with the "Turnpike Gate". which they performed remarkably well to the no small amusement of all the officers and Ships Company.

Their next entertainment will be announced in the Bill of the Day -

September 6 to 15<sup>th</sup>

The weather continues pleasant, the wind generally blowing steady from the Northward and Westward - until the 13<sup>th</sup> when we took the trade blowing from S. - On the 15<sup>th</sup> the wind light and a pleasant day sent a Boat on board the Citizen, which returned with Capt. Loring & his Supercargo. They remained on board two or three hours. then returned on board the Citizen again.

On the 11<sup>th</sup> - light wind and pleasant ship under shew sail to keep company with the Citizen, frequently backing the Mizzen for her to come up with us. Passed about 120 miles to the S<sup>2</sup> of the Danish Rock. which is laid down in the Admiralty Chart in 28, 20. S. Long 98-15.3. agreeing nearly with Bowditch.

From the 11<sup>th</sup> to the 13. we have had a Current setting to the S<sup>2</sup> = 6 W<sup>2</sup> of 1-2 Knot per hour.

14<sup>th</sup> - By our reckoning of to day. we are in the same parallel of the Fryal Rocks. & about 200 miles to the Westward of its Meridian, but they are very differently laid down from 19 16 =

21 S. & from 104 to 105 1/2 E. and they appear to be very imperfectly known - The 16<sup>th</sup> the weather continues pleasant with fresh and steady trades from S.E. to E.S.E. - During this day we have had

showers of rain but of short duration, in the evening the Theatre was again opened, on the Half Deck. with appropriate scenery, from the much admired "Melo Drama. the point of Honour". which was performed to the universal satisfaction of all on board.

The after piece was the "Turnpike Gate" performed with equal credit. The Corps bids fair to rival any in these seas.

They have met with all the encouragement necessary to promote our undertaking of so much pleasure to the officers & Ships Company. The former (Misses) have provided them with scenery. & the greater part of their dresses.

They now have in rehearsal the Fance of the House to be sold - furnished by my self =



Sept 9<sup>th</sup> 85

Throughout the day, wind steady at - keeping ourselves near  
 Christian Island: shortened sail and rode too; day light, 5-30  
 the Island not in sight - made sail on our course again. Hauling  
 up the Centre of the Island. in Lat  $10^{\circ}33'S$ . and  $105^{\circ}33'$  East.  
 Counting from the situation it bore at 3-30 a m West 1 mile, but  
 by P.M. being  $10^{\circ}33'$  & an Long. deduced from yesterday's Obs.  $105^{\circ}37'$   
 but allowing 1-1-2 knot. current. due West, would make it bear  
 3, 20 Miles. The Horizon in the Morning was quite hazy and  
 indistinct. I don't suppose the Island could have been seen more  
 than 24 or 25 miles off which I think is about the distance we passed  
 it. It was evidently the intention of Capt Healy to make this  
 Island, but the wind with so strong a current, on our weather  
 Bow, prevented our heading up high enough to make our course  
 good. This Island was examined by Capt in 1790 & says  
 it is about three leagues in length, of a square form & it abounds  
 with Trees of different kinds, among which are Cocumts & dimes,  
 He could see no danger round it nor no place where a Ship  
 might Anchor, it being steep to within 150 fathoms of the Shore  
 there is 95 fathoms water - some few Hags were seen, but they could  
 get no water.

Sept 17<sup>th</sup>

Throughout the day, pleasant. at 9-15 made Claps Island bearing  
 N. 8 by N. - this Island is low & when first made it appears almost  
 on a level with the Sea. at 9-30 made Java Head bearing  
 N. N. W. the high land between that and Claps Island plainly  
 in sight. made all sail, keeping Java Head well on the lee  
 Bow. on account of the strong westerly current.

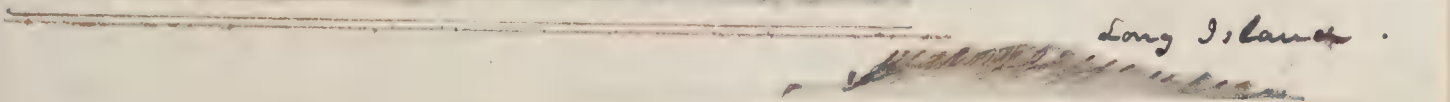
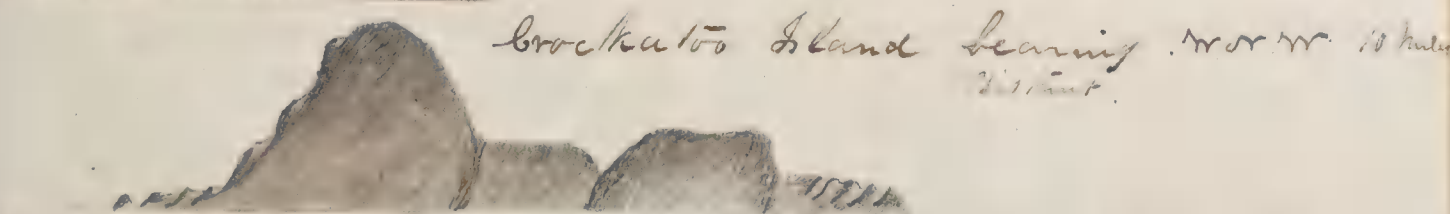
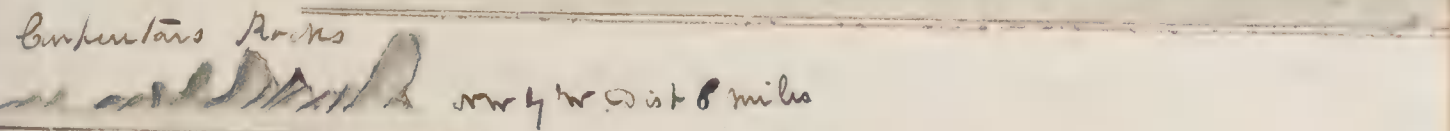
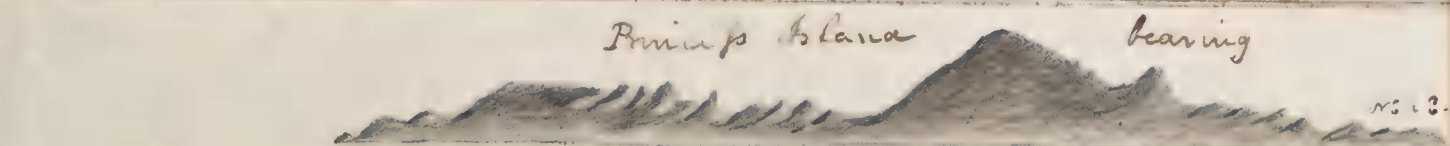
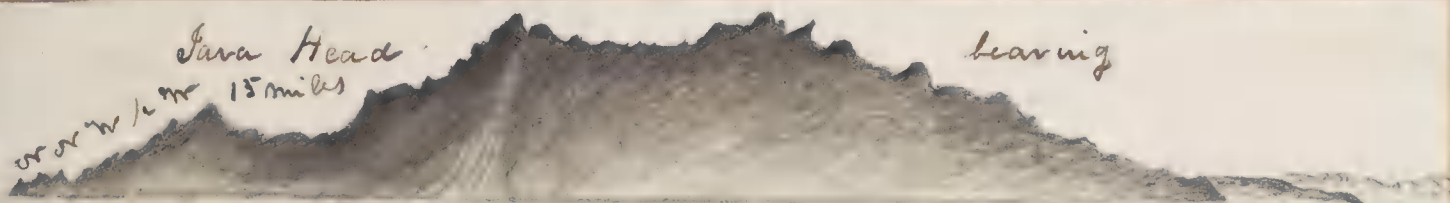
Java Head is a bold high bluff & it appears to me singular  
 that the high land to the Eastward, can ever be taken for it.  
 At noon Java Head bore North, 4 or 8 miles distant, the western  
 end of Princeps Island in sight. N. N. W.  
 20<sup>th</sup>

Pleasant at 1-20 passed the Friars about 12 a mile distant at 2-2  
 passed second point & hauled up for third point, soundings from 17 to  
 20 & 28 fathoms, very soft blue bottom. - At 8 15 wind growing light  
 came 100 off. third point about 2-1-2 miles from the Shore in 21  
 fathoms water. The S.W. end of third point bearing S. by W. North  
 end 3 by S. by S. - North end of Princeps Island W. S. W. a strange  
 sail in sight, standing up for third point. she proved to be  
 the Clother from Philadelphia 102 days, Capt Phillips, Anchored  
 under our Stern.



20 - at 5 - a.m. weighed anchor. the two ships in company. ran a reef  
 steering about N.E. by N. at 1-15 came to an anchor. in Anjer Roads  
 in 20 fathoms water. soft bottom. we had the following bearings  
 Flag Staff S.E.  $3\frac{1}{4}$  E. } The Conroy anchored near us. saw a  
 Cap. N.E. E. } Brig in the offing. she proved to be the Brig  
 Bulten N.E. E. } Ewawana from Batavia bound to Baltimore  
 Thwart way Island. } reported, Batavia to be Healthy. wrote by:  
 North Point - N.W. by N. } her. she got underway - to proceed home  
 West Point - West. }

The 22<sup>d</sup> came under watering ship. the water not good.  
 The day is very warm & sultry. I suppose the Thermometer stood  
 at 95. on shore. received on board an abundance of James  
 Sweet Potatoes for the Ships Company. The 24 having finished  
 watering. after taking on board 8 thousand gallons, hoisted in  
 the Boats. at 10 a light breeze bore short. sent Mrs. Jerry  
 & two men on board the Clothier for the purpose of attending to  
 signals. as she is to Pilot us through the Straits of Banca.



Sept. 24.

waiting for a wind. at 11 P.M. the American Ship Johnnie of  
 Providence from Solo Bay. bound to Amsterdam. came to under our  
 stern. this ship has been on a trading voyage of 4 years. between the  
 former and latter place. she reports an expedition fitting out  
 at Batavia by the Dutch against Pulaalang. where they have  
 a Factory, which has been attacked by the Malays and cut  
 off. The day continues warm & sultry - a strange sail in the off-  
 ing.



Longer Roads, or Bay, formed by point Nicola to the N. 45° and  
 another point, & from the point to the Southward and Westward, bearing from  
 each other N. 30° E. & S. 50° W. The water is bold close into the shore,  
 & good anchorage to within a cable length of it, say 10 fathoms,  
 the floor good holding ground. The town is situated in the South  
 part of the Bay, and consists of about 250. Huts built of Bamboo &  
 contains probably from 10 to 14 houses in habitable all Malays.

The Dutch who are in possession of the place, have a small  
 here styled Governor, & collector of the Customs, who with 5 or 6 attendants  
 are the only white persons here. They have 5 Houses built of stone called  
 the Barracks, & in the rear of one of these, fronting the sea & the  
 Malay village on the right, they have a Fort, which is capable  
 of mounting 12 or 14 guns, but at present they have but 4 or 5 carriages,  
 and the garrison of it may be called such is manned with  
 Malays (Soldiers). The Governor's House is also inside the Barracks  
 & is considered part of this fort. The whole is in wretched  
 order.

Water is easily procured here, but it is not good,  
 and when first obtained should be used sparingly. Many of our  
 crew were severely attacked with the dysentery in consequence of  
 not using sufficient caution in drinking it.

Refreshments are here of all kinds, and easily procured  
 such as Rice, Yams, Sweet-Potatoes, Bananas, Coconuts, Fowls,  
 in abundance & very cheap 10 for a dollar, eggs, turtle which  
 can be bought for a mere trifle, and many other articles.  
 The natives will trade for any article you have on board, particularly  
 cutting, or iron of any description, wearing apparel is in great demand,  
 but what they most wished appeared to be opium & for which they will  
 give any price, it is esteemed one of their greatest luxuries, on account  
 of its intoxicating qualities.

This is one of their first enjoyings, opium, opium. It is  
 probable to get from 10 to 20 dollars a pound. Its price however is said to  
 fluctuate very much, some times bringing not more than the first cost,  
 it depends entirely upon the quantity that can be procured, this  
 is prohibited by the Dutch government.

During the Southernly Monsoon this is a convenient place for ships  
 to stop for refreshments, but in the opposite season, anchoring is a dangerous  
 & disagreeable on account of the heavy surf rolling in & the anchorage  
 bad, in consequence of its being so completely exposed to the  
 southerly wind.

The Lat of our anchorage was 6° 3' 27" S, and Long by  
 three chronometers, 105° 2'.



Directions for Sailing Through the Straits of Sundra  
into Anger Roads. (17)

Make Java Head bearing then steer for. Tons Head and New  
Solence, the same back of the latter place previous gone, water which issues from  
a Rock: when up with the former, you will steer for New Solence which lies  
about two cable lengths off. after leaving this you will see second point lying  
which keep well open on the Starboard Bow, you may with safety go  
within a quarter of a mile of the shore. here you will find from 12 to 20 fathoms  
water, the bottom hard, as you recede from the shore you will find sand &  
mud. very good holding ground. After clearing second point you will  
have third point bearing. Miles distant between these two points  
is Well on Bay. Should you arrive off this point in the evening, and  
with Anger Roads, & unacquainted with the Coast, a Commander may  
run his Ship with confidence within a half mile or less of this Point  
on the West side, and come to an anchor in not less than 10 fathoms  
water, which is very good holding ground. after that you will find 5 fathoms  
as you are passing to the shore.

Round the East side of this point in towards Upper Bay, you will  
see Bra hoo, which stands 10 or 12 miles from the shore. but not to be  
after leaving third point you will see Crooked  
Island. bearing on the Starboard Bow. & when up with this Island  
& it bearing N.W. by W. about 4 miles distant & Long Island bearing  
N.W. 1/4 N. or you will have Anger Point bearing N.E. then steer N. 3/4 E.  
gradually easing over to the Java shore. until you bring the Buttou to  
bear. N. 3/4 E. or 1/4 E., then steer in for Anger Roads, and bring the Fly  
staff to bear, S.E. by E. Anger Point S.W. by S. the Cape N.E. & Buttou  
N.W. 1/2 E. you will then be abreast of the Tiden. & in 20 fathoms water  
good holding ground.

Soon after you let go your anchor, you will be  
visited by a Dutch Boat. an Officer will come on board, who is  
a Malay. & present you a Bte. containing a list of Refills, & go  
up and down, in such a length of time. You will present  
your Refills name, where from, & Date Borneo; These are the  
only rules to conform to. No fees to pay, except for water, which is trifling.

Sept 25<sup>th</sup>  
A light breeze springing up from the S.W. at 2.45 P.M. got underway and  
made sail in company with the Citizen, Clotier, & The Hougua, a Boston Ship  
from Thence 16 days since to Canton, came under our Ensign. yesterday;  
her Capt. name Canant. We fired a strong cannon from the N.E. at  
3-30 the Hougua in running up her Stern Boat, pointed one of the guns  
by which means three of her men fell over board. They were soon rescued  
by our ship, & immediately hoisted all aboard. & ordered two Boats, sent them  
to their assistance, which picked them up & carried them on board.  
their own ship. & discovered a large ship to the West<sup>2</sup> coming up the Straits, she  
fired two guns to windward, paid no attention to them but stood on.



Page - to windward of the Button at 5.20, point, & hole bore East the Button S. 3/4 E. the centre of the Westway Island S by W. Hog Point S. W by W. W. Further land. W. S. and North Island. N. N. W. Soundings from 32 to 28 & 20 fathoms. at 9.30 came too with the Starboard Anchor. North Island bearing S. W. by W. 1/2 W. Button South. Thwart the Way Island S by W.

To sail for Banca Strait, after getting underweigh from Anjer Roads Steer N 1/4 E. until you bring the Button to bear S by S. then steer for North Island. You will find however, a strong current before you are up with the Button of about 2 knts. it decreases as you go towards the Sumatra Shore, after passing North Island. - If you wish to anchor under North Island, leave it bearing S. W. by W. 1/2 W. about 6 Miles distant; round too and you will have 10 or 17 fathoms water.

At 6 A.M. a light breeze from the Westward. weigh anchor and made sail to the N. E. 3/4 E. the Convoy in Company. North Island bearing S. W. 1/4 S. Hog Point S. S. W. and the Button S. 1/4 E.

The day continues pleasant.



The Brothers bearing N. 1/2 E. distant 6 Miles

#### 26<sup>th</sup> September.

On our way toward the Straits of Banca! at 6.15 AM. the Brothers were bearing N. W. E. since 12 o'clock our course made good up to the hour of anchoring which was 6 o'clock. N. 1/2 E. Distance 18 Miles which brought the Brothers to bear S by W. 1/2 W. & in 9 fathoms water, soft muddy bottom.

At daylight prepared for getting underweigh, sent a boat on board the Brother Captain Phillips, who is our Pilot, to assist him in getting underweigh. The other two ships may get underweigh as they can. at 7 AM. we made sail, at 9 o'clock as we have been laying by for our Boat. At 9 the Brothers bore S by W 1/2 W. Distance 14 Miles, since getting underweigh this morning we had the Lead constantly going, & have had regular soundings from 10 to 12 & 1/4 fathoms. Red and Blue clay. with white shells & coarse sand.

#### 27<sup>th</sup> September.

From midnight to 4 P.M. light breezes started sail to help company with the Convoy. The Captain Capt. Phillips ahead. The soundings this morning have been very irregular from 12 to 7 fathoms successively; our Pilot is very much troubled with the tides, constantly halting Capt. P. asking some trifling questions &c. at 8.30 the Lead by dipnet was 4 1/2 fathoms. At 12.30 2 M. came too in 10 fathoms water. Two Islands bearing W by N 1/2 N. - At 5.12 2 M. weigh anchor & made sail Convoy in Company.



At 9.30 True Island. bore N.W. 5 1/2 S. Soundings shallow from 2 to 5 1/2 fathoms have Bottom. The next leave 5 1/2 fathoms soft Bottom increasing to 7 fathoms. At 9 saw land bearing N.W. 3. discovered a strange light on the weather Beam. showing Dutch colours. We have had a strong westerly current to 9.

Bearings and Soundings taken on and after entering the Straits of Banca, which will clear the greatest difficulty.					
Names.	Bearing	Depth	Course	Soundings	
Lucipara	2 28' N.	N.W. 1/4 W.		5. F. 1/2 rings of the Centre of Mount Parmasang & Soft Bottom also of Lucipara Island	It is to be understood that I took the bearings of the Centre of Mount Parmasang & also of Lucipara Island
"	2 N. 3.	"	"	5 3/4 "	
"	2 1/2 N.	N.W. 3/4 W.		5 1/2 "	One of our Boats was sounding a horn - this time from the Ship. & at one time when Mt. Parmasang bore from the Ship, N.W. 1/4 W. the Boat had 2 1/2 fathoms water soft Bottom. She was at that time about 1/2 of a mile from the ship nearly in a line with the Mt. Parmasang. In about 5 minutes after, Mt. Parmasang bearing nearly the same, Lucipara 2 57' S. the Boat a rat, made from the Ship got soundings in three 1/2 fathoms water soft Bottom. Bring Lucipara to bear S.W. 1/4 W. First Point & Sumatra S.S.W. you are then clear of the Strait & you may then steer N.W. 1/4 W. Keeping the Point well open on the Starboard. until you plainly see Mt. Parmasang clear of the First Point take good care not to approach the Situation there too close, for two or three miles from it there is a mud Bank which extends close in. Ships have frequently run on this flat partly through ignorance & partly through deception. For at high water the whole shore is inundated showing nothing but the trees which causes persons to estimate the distance greater than the truth.
"	East.	"	"	5 1/2 "	
"	2 1/2 S.	"	"	"	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
First Point	N 1/2 W.	"	"	"	
Lucipara	2 1/2 S. 1/2 S.	"	"	"	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
"	2 S. 3.	N.W. 1/4 W.		5 3/4 "	
First Point	N 1/4 W. 1/4 W.	"	"	"	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Lucipara	S. 2. 1/2 S.	N.W. 1/4 W.		6.	
First Point	N 1/2 W. 1/4 W.	"	"	"	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
"	"	N.W. 1/4 W.		7.	
West part of Mt. Parmasang	North	N.W. 1/4 W.		7.	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Lucipara	S. 2 1/4 S.	"	"	"	
First Point	N 1/2 W. 1/4 W.	"	"	"	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Lucipara	S. 2.	"	"	7 1/4 "	
First Point	N.W. 1/4 W.	N.W. 1/4 W.		5 3/4 "	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Lucipara	S. 2. 1/2 S.	"	"	5 1/4 "	
Mt. Parmasang	N 1/2 W. 1/4 W.	N.W. 1/4 W.		5 3/4 "	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Lucipara	2 57' S.	N.W. 1/4 W.		5 1/4 "	
First Point	N.W. 1/4 W.	N.W. 1/4 W.		5	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
"	N.W. 1/4 W.	N.W. 1/4 W.		8 1/2 "	
"	S.W. 1/4 S.	N.W. 1/4 W.		10-10 1/2	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Lucipara	2 53' S.	"	"	12-12 1/4	
"	2 54' S.	N.W. 1/4 W.		12-13	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Mt. Parmasang	N 1/2 W.	N.W.		13.	
First Point	S. 2 1/2 S.	"	"	13 1/2 to 14	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
False Point	W 3/4 S.	"	"	14 1/2 to 15	
Mt. Parmasang	N 1/2 W.	"	"	16 to 17.	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
First Point	S. 3 3/4 S.	"	"	18 to 18 1/4	
False Point	S.W. 1/4 W.	"	"	18 3/4.	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
First Point	S. 2 1/4 S.	"	"	19	
Mt. Parmasang	N 1/2 W.	"	"	19	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
First Point	S. 2 1/2 S.	"	"	19 to 20.	
False Point	S.W. 1/4 S.	"	"	20 to 21	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Mt. Parmasang	N 1/4 S.	"	"	20 to 22.	
First Point	S. 1/4 S.	"	"	22 to 21.	About the time we struck soundings in 5 1/2 fathoms the Captain was assailed with spasms of the Triggers - so ended the day.
Parmasang	N 1/4 S.	"	"	"	
First Point	S. 2 1/2 S.	N.W. 1/4 W.		30.	



They are in the lat.  $5^{\circ} 52'$  South i.e. the Northern line. Longitude  $106^{\circ} 5' E$ .  
 it bears from North Island  $N 27^{\circ} E$ . distance about 35 miles.

10013.

Lucipara Island

It about one mile in length from north to south, it lays at the entrance of the Straits of Banca. in lat.  $5^{\circ} 12' S$  Longitude  $107^{\circ} 12' E$ . Covered with small trees. it has also a small Peak on it at one part, which may be seen 15 miles off. A Reef projects from it  $\frac{1}{2}$  a mile to the S.S.E. & Shoal of Spits of Sand. 2 miles to the N.W. & N.N.W. If a ship sailing in the night, should get into shoal water between Banca and the Brothers, I would advise to Anchor, as she can not be certain of her situation, and wait for Day. The depth however is moderate & the Bottom throughout the track generally favorable for that purpose. Should you make this Island Lucipara, bearing to the Westward of North. steer towards the Sumatra shore. until it bears North. distance 12 or 14 miles, then steer W.N.W. & N.W. Keeping 6 or 7 miles from the Island. Take good care however not to go too near the Sumatra Shore for the dangers, I have already mentioned.

Banca Strait are bounded by the Island of Banca to the East & by the Coast of Sumatra on the West side. and extends from the Island of Lucipara. It leagues to the N.E. & W. The Sumatra Coast being low marshy ground and inundated at high water which causes the Trees to be only seen.

Navigators are apt to estimate their distance from it greater than it really is. but it ought not to be approached too close on account of a Bank which runs in some places 2 or three miles from the shore. Many ships have grounded on it & with difficulty got off.

The Island of Banca is much higher having a range of mountains, called St Pauls, to its South. and but Parmesang & Monopins Hills. on the West side. and the most conspicuous. Exclusive of a Channel between Lucipara & Banca. Pulo Labuang Dappins being from Lucipara S.W. is a small Island near the Banca Shore. The passage we took was through the Western Channel. formed between Lucipara Island & Lucipara Point on the Sumatra Coast, it is a low green Point & opposite the Island. This Channel is generally chosen by vessels proceeding through Banca Straits from the South.

In this channel and to the distance of 9 miles South from Lucipara. the water is shoal on an extensive flat, the depths in which are generally from  $4\frac{1}{2}$  to  $4\frac{3}{4}$ , 5 &  $5\frac{1}{2}$  fathoms but our Boat nearly in these soundings struck a Spit twice having only 3 &  $3\frac{1}{2}$  fathoms water on them. The West side of the Channel is bounded partly by the mud Bank, I have heretofore mentioned along the Sumatra Coast & by several Shoals or dangers.



Ships which lie to the northward & or westward of Lucipara, which contract the Channel. The distance from the Island to the Sumat<sup>ran</sup> Coast, is about 12 miles or more, but the fair Channel for Ships is not more than 2 or 2½ miles wide in some places. particularly to the N. & W. of Lucipara, where the Shoals in the offing approach nearest the Mud Banks on the Sumat<sup>ran</sup> Coast.

I would advise to Navigators who are unacquainted here, when supposing themselves near this Bank, to send a Boat ahead to sound (ie) in that part of the Straits. In passing through the Straits the Bottom will generally, tho not always, be hard Sand as the shores towards Lucipara to near the Shoal are granite; and always soft-Mud on the edge of the West-side of the Channel, on the Mud Bank.

A Ship should always keep in midline not too left or too hard to preserve mid Channel.

September 28<sup>th</sup>

This day commences, Warm and hazy. at 3-30 discovered the first Point of Sumatra on the Larbours Bow. at 4 the South Point of Banca bore N. 3/4 N. The small Island of Lucipara called Pulo Labuang (Dappers) bore N 3/4 E. The Soundings have been regular, decreasing from 7 to 6½ fathoms, all our Squadron in Company. The acting Pilot Capt. Philips ahead by. Whom we are governed in every thing. & it appears to me we have lost all sense of Navigation & Seamen ship since he joined the Convoy. at 5 Lucipara bore N. N. 3/4 E. South Point of Banca. N. 2/4 E. The Soundings regular. 5 1/4 fathoms blue clay. at 7. Our Capt. getting the Figgets. made Signal to Anchor. came too in 6 fathoms. sticky Bottom, The West-end of Lucipara bearing N. N. E. the East end. N. 3/4 N. 6 1/2 miles distant. gave the Ship 45 fathoms Cable. found the Current setting S. E. one knot. at 8 A.M. weighed anchor with the Squadron at 8 the Island of Lucipara bore S. 3/4 E. the first Point of Banca N. 3/4 W. Entered the Straits of Banca

Sept 29.

Commences, Warm, a light breeze from the S. E. at 2 P.M. second Point bore N. W. 1/4 W. Mount Parmasang N. 3/4 E. Soundings. 17½ fathoms soft-sticky Bottom. at 2 P.M. second Point bore S. W. 1/4 W. Mount Parmasang S. N. E. Soundings 22 fathoms. at 4 P.M. Third Point bore. N. W. Mount Parmasang S. by S. Soundings 15½ fathoms. at 6 P.M. South Point of Banca in sight S. E. 1/2 E second Point S. by 3/4 E. & Third Point N. W. 1/4 W. Shortened Sail and Anchored in 20 fathoms. Water soft Mud. at half past 6. A.M. bore that and at 8 up Anchor. made Sail. From 8 to 11. Soundings 10 fathoms. Third point at 11 bearing S. W. 1/4 S. Banca Island S. S. E. Mt. P. S. E.



Septem. 30<sup>th</sup>

At 12-15 the breeze dying away. & finding the current sitting on to the Southward, let go an Anchor in 13 fathoms water, soft Bottom. At 1-20 a light breeze spring up weigh'd anchor & made sail, at 4 a light shower of rain. The Clothier on Pilot Ahead.

At 5 P.M. came too with Starboard Anchor in 15 fathoms. Bottom soft Murex in Hill, bearing  $nrw\frac{1}{2}w$ . From the Point  $sw\frac{1}{2}w$ .

In the evening Capt Philips came on board. & proposed searching for a Shoal off Monopin Hill, called Franck Hendrick. as we suppose ourselves not far from it. at 8 she set out & after searching untill 4 A.M. returned unsuccessful.

At 7 A.M. weigh'd anchor with a light wind - at 8 3 strange sail in sight on the Lee Bow. Monopin Hill bearing  $nrw$  soundings 15 fathoms. At Meridian Monopin Hill bore  $nr\frac{1}{2}g$  9 fathoms. From 8 to 12 soundings have been decreasing from 12 to 10 fathoms. At 12 it shoal'd gradually to 9 fathoms.

October 1<sup>st</sup>

At 3 P.M. discovered a strange sail on the Weather Bow. Pass'd a Dutch Squadron, consisting of one seventy four, three frigates, two brigs. One Schooner, a Stoop, and a number of Boats. at an anchor off the Mouth of Palumbang River, Blockading it. Probably this is the same Squadron reported fitting out at Batavia, by a Ship we saw at Amoy.

The Y<sup>s</sup> was taking out some thing to light her for the purpose of entering the River, which has a Bar - at its entrance of only 2 fathoms. but the inside has from 10 to 15 fathoms.

Two of the frigates and Schooner got under weigh. & stood in for the River.

At 4 the West Point of Banca. bore  $nr\frac{1}{2}w$  or the centre of Monopin Hill  $nr\frac{1}{2}g$   $2\frac{1}{2}g$ . At 5 back'd on Main Top sail for Capt Philips to come on board. who gave us the pleasing intelligence of our ignorance. clear of all Shoals for the present Batavaran Point. (Sumatra) bearing  $nrw\frac{1}{2}w$  or  $nr\frac{1}{2}w$ .

at 7-50 Capt Philips left the Ship & left our Capt. with strong Spason. of the Fizzito - Monopin Hill bearing  $2\frac{1}{2}g$  S.

at 8 - it bore  $se\frac{1}{2}g$ .

8 leagues distant soundings from 10 to  $7\frac{1}{2}$  fathoms. soft mud

at 9-30 to Lat by the Moon  $1^{\circ}41'30''S$  at 2-30 A.M. saw the Seven Islands bearing  $2\frac{1}{2}w$ . 6 miles distant. at 4 fresh & squally. soundings from 13 to 16 fathoms. at daylight the 7. Islands  $se\frac{1}{2}g$  S. &  $ss\frac{1}{2}e$ . Our Capt express'd a wish to anchor under the lee of these Islands but was dissuaded from it by Capt P.



It has generally been considered a single rock situated nearly midway between the west end of Banca & Batacarang Point, but there is a great cause to think that several Spiral Rocks, separated from each other exist in that situation, which have been mistaking for one and the same Rock. This will be perceived by the following Remarks.

The Monsuch. in July. 1789. after tacking in 56 fathoms on the edge of the Bank off Batacarang Point. stood  $2\frac{1}{2}$  S to 12 fathoms, then tacked in 11 fathoms and immediately grounded, Monopin Hill bearing  $313^{\circ}$  S. The Banca Shore 12 miles off. & about 13 miles from Sumatra. Under the Bowprit had only 12 fathoms & 5 fathoms astern. The tide soon flowing she got off after lighting her.

The Rock on which she struck was supposed to be the True Fredrick Hendrick.

The Charlotte. in 1786. explored another Shoal. of considerable extent, thought to be the F. H. — with soundings on it from 2 to 5 fathoms, Rock & Sand. The Boat at Anchor. in 12 fathoms on the Shoalest. part. had Monopin Hill (the Peak) bearing  $323^{\circ}$  S. Southernmost extremity of Banca.  $518^{\circ}$  E. extrem of little Camamanaches  $N 213^{\circ}$  E.

The Ceason. Anchored in 16 fathoms. had 10 fathoms after heaving out cable. And at a half cables length from her. the Boat had  $2\frac{3}{4}$  fathoms. Monopin Hill bearing  $E. S. E.$  12 miles

A Portuguese Ship aground. had the W. Point of Banca. bearing  $E. S. E.$  and a Point on Sumatra  $N 4^{\circ}$  or Batacarang Point. thought it to be.)

It is generally thought. that 8 or 9 feet is the least Water on this Rock. at the lowest tides, which are sometimes  $2\frac{1}{2}$  fathoms. To prove how erroneous the above last Remark. is the following. copied from The Journal, of the Clothier of 188.

Monopin Hill bearing  $S 5\frac{1}{2}$  S Batacarang Point  $W 5\frac{1}{2}$  S. Sailed from the Neck. of the Ship. it being low Water, the Fredrick Hendrick. Shoal bearing  $S$ . distance  $2\frac{1}{2}$  miles.

To avoid these Rocks or Rock. a Ship passing through the fair Channel ought to keep in 6 or 7 fathoms on the edge of Batacarang Bank. and never deepen to the eastward above 9 fathoms. When Monopin Hill bears from East to  $E. S. E. \frac{1}{2}$  S.

The Lat of Batacarang Point.  
is  $2^{\circ} 0' S.$

Long.  $104^{\circ} 53' E.$   
Monopin Hill Lat  $2^{\circ} 0' S.$

Long.  $105^{\circ} 11' E.$

After clearing this danger, steer. for or nearly. for Pula. Jaya., which bears. nearly  $N$ . from Batacarang Point.



October 2<sup>nd</sup>

These 24 hours winds variable rising suddenly. Several points, with frequent showers of rain. At 5 P.M. centre of Dominica Islands, bore W. 1/2 S. and only N. crosses the Equator once more, about 2 P.M.  
At Daylight saw two Sail Boats bearing W. or W. standing to the South and East.

October 23

Variable winds, & scatter throughout the day. with a smooth sea, during the night frequent and heavy rain.

At Daylight saw the Island (Pulo) Aor. bearing N. by N. and two small Islands N. N. E. at 8 Pulo Aor. bore W. 1/2 S. — Pulo Doman. (an Island or Rock) on Lee Beam N. E. 1/2 N. at 10 Pulo Doman. N. E. 1/2 E. and at 11 3/4 N. This is nothing more than a large Rock devoid of any thing like Soil. & in a clear Day, appears white. At Meridian Southern Part of the Middle Annambas, bore N. E. 1/2 E. Western part N. E. 1/2 E. Pulo Doman. East. These 24 hours we find a current of 35 miles northerly.

Pulo Aor. is in Lat  $2^{\circ}29'$  to  $2^{\circ}30'$  N. and Long.  $104^{\circ}34\frac{1}{2}'$  E.

It is a small but high Island, covered with trees, it is formed of two Hills with a gap between them, which gives it the appearance of two Islands, when seen at a great distance bearing N. E. or S. W. This Island may be seen, 40 or 50 miles, of a clear Day.

Good water can be procured at this place, & on the north side where there is a small running stream, it is said that this Island is inhabited. — —

Pulo Doman, is in Lat  $2^{\circ}45'$  N. Long.  $105^{\circ}27'$  E. it is a high Rock & barren, it has from 36 to 38 fathoms water close to it.

Annambas's are extensive, consisting of three divisions South, Middle & North — South Annambas or Southern Group, extend from Lat  $2^{\circ}15'$  or to  $2^{\circ}40'$  N. in Long.  $105^{\circ}55'$  E. A high Rock lies several miles to the N. E. Middle Annambas's are a group of high Islands nearly joining — Their west limit is in Lat  $3^{\circ}9'$  N. Long.  $105^{\circ}21'$  E.

These Islands have never been surveyed nor much frequented, the largest are inhabited, & abound with all kinds of Tropical Fruit — It is dangerous Landing, without proper precaution, for the Malays who reside on them will massacre or make slaves of you if they perceive an opportunity.



October 4<sup>th</sup>

25

These 24 hours. Wind variable, the weather generally pleasant. At 3 P.M. in 35 fathoms (soundings) a bright yellow fine Sand, some what resembling Gold Dust. Pulo Donar bearing S. 3 by S 1/4 S. Peaks of the Middle Anambas E. 1/2 S. P.M. South East of Middle Anambas bore S 3/4 E. High Peak in the Center of Anambas - 35 3/4 E. Northernmost Island of the Group 2 1/2 N. At Day light no Land in sight. Soundings throughout the day. from 35 to 45 fathoms.

5<sup>th</sup>

The Winds and weather throughout this day. variable. Much rain with occasional squalls. in the morning at 4 A.M. saw two strange sail standing to the Southward, one with English, the other with Dutch colors. The Soundings have been from 50 down to 35 fathoms. Soft Mud, blue Sand with white specks.

6<sup>th</sup>

This day commences with fresh breezes and squally, with heavy rain from 2 P.M. till midnight. Moderate and cloudy. with occasional light rain from midnight to 4 A.M. weather changeable with frequent squalls of rain. Meridian clear and pleasant with moderate breezes. Ship under short sail to keep company. we find the climate does not agree with our Ships Company. in general: Our Sick list increases rapidly. there are now not less than 40 men the generality of whom have the Dysentery.

The soundings throughout this day from 47 down to 81 fathoms

7<sup>th</sup>

These 24 hours. the wind variable, shifting suddenly from one point to its opposite. The weather changeable with frequent squalls of rain. regulated sail to keep company. At 10-15 A.M. saw a strange sail on the lee bow could not make her out. at Meridian moderate and cloudy with a light rain from the W. Our Sick List of to Day is 46-

8<sup>th</sup>

Winds and weather variable, frequent rains during the night. at 5-50 A.M. committed the Body of Wm Jackson to the Deep, a Seaman who died suddenly last night, the first victim to the Dysentery. which since our entering & leaving Anjer has more or less applied almost every one on board, and now prevails to a considerable extent, nearly all the cases on the Doctors list being of that Disorder. This is the first Death since leaving the United States.

at Meridian moderate. the soundings have been from 40 to 50 fathoms - The Doctors list to Day. 48 -

9<sup>th</sup>

The weather generally pleasant with steady breezes. regulated sail to keep company. Sounded every two hours with 50 fathoms line no bottom. The Sick list has increased to 50. some dangerous.



October 10<sup>th</sup>

Throughout this day moderate breezes & flying clouds, with occasional light squalls of rain. In the evening the Citizen hauled up for Meridien to the Eastward, where she is bound - At Meridian Citizen Haul down on the weather beam. Clothier (our Pilot) & Houqua in Company. regulated sail to keep them near us. On the Sick List to Day 44.

11<sup>th</sup>

First part of this day light variable breezes, large and cloudy, with occasional light rain - Middle and latter parts Moderate breezes flying clouds, a few fresh clouds. A O.A.M. saw a ship on the weather quarter, from the Mast Head, supposed to be the Citizen. Ship under short sail to keep company. The Log by Luman, place us in 13° 40' E. The Sick to Day 37. Convalescent.

12<sup>th</sup>

During these 24 hours flying clouds and variable winds from the N.E. & E. frequently squally with light rain - In the evening tack'd ship to the S. & Eastward, to avoid the Maclefield Shoal, or Bank: where there is not less than 3 fathoms, its general soundings is from 30 to 25 fathoms. & from the best accounts appears to be safe - but as there still remains some doubt, as to the depth in particular parts of it - it certainly would not be safe, for a ship of our Draft, to run over it altho it is well known that heavier ships than the Congress have pass'd over it in safety. However our Commander & Pilot thinks best to run well to the Eastward, that we may fetch our intended Port should the wind come out at N.E. (the Monsoons).

At 6-00 A.M. Mr. Wm Manning (alias Ferguson) of New York, Seaman Died of the Consumption after a very long and lingering illness of many months - He was, a good Seaman, and a Brave Man, having in many instances in the late war display'd his attachment to his Country - At 4. committed his Body to the Deep with the usual Ceremony.

The Luman's of to Day Place the Ship in 14° 19' E.

13<sup>th</sup> & 14<sup>th</sup>

The 13<sup>th</sup>, alternately clear and cloudy, with heavy showers of rain, at Daylight a sail in sight, supposed to be the Citizen, sound'd with 110 fathoms line no bottom. In the Sick Report to Day 39.

14<sup>th</sup> - First part light airs and variable from the Eastward, in the evening squally with heavy rain, and very unsettled weather, lost sight of the Convoy, & with them they took our Capt. some for from 12 to 4. We were constantly firing guns, & Rockets - at 2-30. a heavy squall from N.E. kept the ship off N.W. took in every sail but the fore sail - at 3 made sail again, discovered the Convoy at daylight long distance off. at 12 in company. Sick 46.



The following Shoals mentioned by Hurdson all of which  
he thinks doubtful.

His M. ship Itara saw the appearance of an extensive Shoal in Lat<sup>+</sup> 23° 58' S. Long 36° E. no part of it above water.

The Bonswick in 1802 sounded in Lat<sup>+</sup> 37° 20' to 37° 31' S Long 36° 19' E apparently had ground from 22 to 95 fathoms of different casts.

The Osterly on the 2<sup>d</sup> of August 1798 at 1 P.M. saw from the main the most head. the appearance of an extensive Sand Bank even with the water edge, which seemed to be about two miles in extent, and situated in Lat<sup>+</sup> 37° 15' S Long 36° 10' E. by Chronometers.

The American Ship Union at 1 P.M. 22<sup>d</sup> of July 1812 saw a Bank 20 yards in length & 5 feet above water surrounded by a sand Bank as far as the eye could discern, from mast head. At four o'clock the Shoal bore from N E 1/2 E to E by S. distance three miles, no ground with 120 fathoms line, the Lat at noon was 35° 23' S. Long 41° 29' E by Chronometers, and 41° 12' E by Lunar Observations; The run from noon to 1 P.M. (when the Shoal was first seen) was very little, having just wind sufficient to steer the ship.

A Dutch Officer in 1795 states he had discovered a Shoal in Lat<sup>+</sup> 31° 46' S Long by estimation 41° E. upon which he had several good casts of soundings, the sea running very high and impetuous the water appeared dark with breakers to the Northward, when viewed from mast head.

His M. ship Bilique carrying the fleet from China in August 1801. here too, had ground 80 fathoms, then 130 Lat at the time 28° 43' S. Long 42° 57' E by Lunars & 42° 20' E by Chronometers, 3 Ships of the Fleet sounded at the same time but got no bottom at 110, 150 & 175 fathoms.

The Brig Atalanta is said to have seen a Shoal in Lat 37° S Long 53° E. The Van Capelli Shoal or Dutch Shoal, said to have been seen by Capt. Jacob Boer in the Ship of this name, in 1746 with breakers on it, and soundings of 62 fathoms, grey Sand - it has had various situation assigned to it viz.

Lat 28° 26' S. Long 38° 37' E. Lat 38° 20' S Long 43° 30' E  
27 26 " " 38° 37' " 36° or 36 1/2 S. " 41° " "

and - Lat 210° 00' S. Long 43° 30' E.

The last situation but one, i.e. 36 1/2 S and 41. E nearly coincides with the following account transcribed for me from the Journal of Capt. Wm Blunt an officer in the Ship Atalanta, when she got soundings apparently on that Shoal.

May 10<sup>th</sup> 1801. Strong W. & N.W. winds steering East 10 or 11 knots came suddenly into a smooth sea, at 10 P.M. supposing we were on soundings here too and got ground 82 fath. small glittering shells and grey sand. Steered East by Compass.



28.  
1 1/2 Miles & at 10 or 1/2 past 10, 62 fathoms small white shells & sand  
with black specks - Steered 5 miles N.E. by Compass, and at 11.30  
P.M. sounded again, 120 fathoms bottom - We supposed ourselves  
to be on the Dutch Bank - Lat 36° 11' S. conducting  
the run back to 1/2 past 10 P.M. where they first sounded in 62  
fathoms, would place that part of the Bank in Lat 36° 30' S  
and long 118° 21' E. by D.R. but by distances taken 15 days previous  
in 41° 8' E. This doubt altho its situation is not well known  
certainly does exist, and a good look out hence always be kept  
in the vicinity of 36° S. between longitudes 88° 44' E.

Extracts taken from one of the Citizen the Log Book, Capt.  
Hubbell on a voyage from Amsterdam to Canton in 1805.

Friday 10th of August, Commenced with light winds from the S.W.  
steering S.E. by Compass 1 1/2 knots per hour, a very long heavy swell  
at 1 P.M. discovered a large shoal bearing E.S.E. two or three miles  
distance from us, the sea breaking very high upon it. It appeared  
to trend about N.W.W. to E.S.E. - about two leagues, and in a  
N.W. direction from those breakers, a large reef with a heavy  
cockling sea, and breakers on what appeared to be the north  
end. - Handed my ship on a wind S.S.E. but the wind being very  
light and the swell running directly on to the shoal, I felt doubtful  
as to our safety - at sunset we passed S.W. end of said reef  
The breakers on the main shoal still in sight.

As soon as I found myself clear of the shoal, I sounded  
with 125 fathoms line, but no bottom. Neither was the water colored  
when we were but a little distance to the North East of us it was  
very white -

The Lat<sup>d</sup> of this shoal I make 38° 6' South from  
a meridian alt, and its Long 89° 55' E. from a sun on taken  
a few days previous.

I have always doubted the existence of this shoal,  
until now, & those who like me doubted (and still doubt its  
existence) let them satisfy themselves by the same rule that  
Capt Hubbell did. Had this happened in the night, had  
we not have seen the Fate of the Citizens Crew,

October 15th 1819.

Winds light & variable from the Eastward. With warm sultry weather  
at 2.30. saw a sail to the S.W. - In the evening took a fragment to  
gain to windward - Throughout the day ship under short sail to  
keep company with the Convoy, carrying a puff of sail.  
Saw several pieces of spars supposed to be drift wood. I would  
recommend to all vessels passing through the China Seas. to  
have always a good look out kept at night, to avoid if  
possible meeting these large pieces of wood. Should a vessel  
come in contact with one, going through the water 8 or 9



knobs. it would prove dangerous. We passed about two miles<sup>209</sup>  
or less from one which we sent a Boat to examine. found  
measuring about 25 feet in length & 3 in diameter.  
Caught a Bird from off it. name not known. its Body & the  
wings light black. a long sand bill of a bluish cast. the  
feet were well close to its claws. its noise resembled that  
of a Country woman's spinning wheel. in want of gun  
sounded frequently during the day. with 50 fathoms  
no bottom. In Sick list 57-

October 16<sup>th</sup>

Light Variable breeze and a smooth sea throughout the day.  
At 1 P.M. Sounded 150 fathoms no bottom. In the morning passed  
small groups of Rock weed. Saw a number of Dolphin & smaller Fish  
about the ship - Convoy in Company with all sail set.

The Lunars taken these past days since agree in plac-  
ing the Chronometer 6 or 8 miles to the Eastward. the Log to day  
by there 110° 37' E. Sick Report - 57 - Temp Air 85°

17<sup>th</sup>

Light and Variable winds with occasional Calm weather clear &  
occasionally warm & sultry - Working to windward. with the Convoy  
under all sail. Sick Report 52.

18<sup>th</sup>

Light airs & calms the weather still warm & sultry the heat  
very oppressive - At 9 - A.M. Sounded 240 fath. no bottom -  
At 10 A.M. saw to the northward of us something resembling  
a Boat. Capoisca sent an officer in the 3<sup>rd</sup> Cutter. to it  
who found it to be a large Log about 18 feet in circumference  
Ship working to the Eastward with the Convoy under  
all sail. Sick Report 49.

19<sup>th</sup>

During the day light airs and calms - (middle part. squally  
appearances to the northward with sharp lightning and thunder.  
Lat-ter part very warm. all the Convoy in Company -  
Temp Air. 85° Log. Chr. 118° 15'

20<sup>th</sup>

These 24 hours alternate light airs and calms - at 3 A.M. clouds and squally  
appearances. Shortened sail. Ruffed the Topsails. 5 to 8 more moderate set  
steering sails. until Meridian pleasant.

21<sup>st</sup> Commences light airs and clear. continues so until 4. Set & took in  
steering sails - At Midnight light breeze and squally ap-pearances, with  
sharp lightning, accompanied with Thunder, to the Eastward. Fired a gun  
as a signal to the Squadron. at Midnight took in the Royals & sent  
the yards on Deck - at 6.30 A.M. discovered a strange sail in the  
starboard Bow bearing N.W. - at Meridian Calm and clear - the  
Convoy in sight.

22<sup>nd</sup> The weather as yesterday - at 1 P.M. the strange sail in sight bore  
N.W. at 6.40 A.M. bore ship to the Eastward - at 9 sent one of our  
Boats on board the Ch. thin, which returned with a box of Tea on the  
ship.



23 of October to the 24<sup>th</sup> 1819

Commences light air and cloudy at 1 tack's Ship to the North & star on under easy sail - The Clothier ahead - at 5 discovered a sail bearing N by W. probably the one in sight the last 24 hours - at 8-20 a m. tack's Ship to the Eastward.

2<sup>d</sup> Commences with light winds and pleasant. at 2-30 back'd the Head yards, and sent a Boat to the Clothier - 3 fell & away. at 3-30 back'd Head yards to receive our Boat with 10 barrels of Bread from the Clothier.

at 5-40 tack's Ship to the North & shortened sail for the Convey. at 7 tack's Ship to the Eastward 10 the Latitude by the North Star 15° 28' N by the Star in the Head of the Pine Ring W - from midnight to 4 A.M. fine breeze & heavy clouds - at 5 tack's Ship to the N & W

at 7-30 wore Ship to the Eastward - The Clothier ahead & How Once a m. at 10 Saw the Island of Luconia, supposed to be Mount Salomague bearing S 3 by E by E. Distance 20 or 25 miles - at 10, 15 tack's Ship to the N & W

25<sup>th</sup>

Commences fresh breeze & a heavy sea from the Northward, at 1 tack's Ship to the N & Eastward shortened sail - at 3-40 made the land bearing S 2 by E. at 4-30 wore Ship to the N & W at 5 reef'd the Main sail. Made Signal N° 17 to the Squadron answered but no attention paid to it by the Clothier - at 5-40 tack's Ship to the Eastward. At Meridian How Once on the weather Bow. Clothier not in sight.

26<sup>th</sup> up to the 1<sup>st</sup> of November

During these last 5 days we have experienced a very severe gale, but it has been attended with little or no damage to our Ship. It commenced blowing from the N.E. round to the Westward & blew very hard, its changing caused a heavy sea ahead, the Ship stood it remarkably well, but pitch'd her Bow-sprit, Sprit-trail yard, & Lib. Boom all under. I don't think it was possible for a man to hold a cloth the size of handkerchiefs above the Hammock cloths. The wind then hauled to the Southward & blew equally strong, but attended with rain. it lulled with the wind from the Eastward. On the 31<sup>st</sup> in furling the Fore Top sails one of the Top men (Lawrence Poor) fell from off the Fore Top sail yard struck the belly of the Fore sail, then over board, saved himself by catching a Rope over the Quarter. This evening supposing ourselves near a very dangerous shoal (Prates) used every precaution necessary to avoid it. Sounded frequently but obtained no bottom with 120 to 150 fathoms line - when nearest to this shoal it bore S 28 W. Distance 21 miles. At Meridian strong breeze with a heavy sea, struck sounding in 08 fathoms, Grey sand, on the Bank which extends from off the China coast. Our Captain runs with a greater confidence altho' unacquainted with the coast & our observations are not to be depended on latterly, & for the last three days we have had none whatever, The wind very fresh & a high sea. I should think had I any responsibility incumbent to run on to night under the present circumstances =



The day cloudy with a moderate sea sounded every two hours from 50 to 115 fathoms grey sand. - At daylight discovered several small fishing Boats ahead. Made sail for them in order to ascertain the bearing of the land - At 7 saw the land bearing N by W. Soundings 25 fathoms. Hove to & boarded one of the fishing Boats to inquire of us. To find the name of the land in sight & to obtain a Pilot if possible. The latter they thought so enormous for we could not take one, & for that reason they would not give us the name of the land in sight. The Boat returned full of away & made sail.

2<sup>nd</sup>

The weather pleasant - At 1 P.M. Wm Craig (Seaman) departed this life, after a lingering sickness of 5 months - Saw Pedro Bance bearing S.W. distance 102 miles, made sail. At 2 Pedro Bance bore N.E. extreme land in sight to the westward bore W by N. - The sea smooth, weather cloudy with a moderate breeze - Several fishing Boats in sight - At 2 past 2 Pedro Bance bore N by E. 1/2 E. & at 5-30 E by N 1/2 N =



At 5-45 the Island of Spring Chow bore N.W. by W. distance about 20 miles - At 5-45 sounded in 25 fathoms - shortened sail & at 7-30 came to with the Starboard Anchor in 20 fathoms soft bottom, gave the ship 50 fathoms cable - At daylight committed the body of Wm Craig to the deep - From our Anchorage the Island of Ching-chow bore North. The Grand Lema.

S.W. by W. 1/2 W. - At 7 weighed anchor and made sail - at 8 sounded in 19 fathoms soft bottom.

3<sup>rd</sup>

The day begins with moderate breezes & fine weather. The soundings from 14 to 7 1/2 fathoms muddy bottom. The wind coming away & ebb tide running strong, thought it expedient to anchor, & came to with the Starboard Anchor in 10 fathoms water. A Chow Island bore North, Cass Chow Island S.E. by E. 1/2 E. - during the night pleasant. Saw a large Ship standing up the River. (Proved to be one of the Company Ships from Bengal, 4 days since passed the Clothier (in the China Sea) twice on opposite Tacks.) - At 5 in the morning weighed anchor and made sail stood up for Lintin Island - At 9 let go our anchor in 11 fathoms water, with a scope of 45 fathoms - Kow Point bearing N.W. 1/2 N, Highest Peak on Lintin = N. 3 by E. - Point of Land to the Southward of Lintin bore N.N.W. - Sent one of our Boats to Macao, a customary form of respect for all men of war, to call on the Portuguese Governor. I doubt much whether we should have conformed to this custom but for a number of letters we got at this or this place.



Pleasant the breeze from the southward and westward. Received for watering ship - & painting ship - Received from Linton the Bullocks for ship's Company, which cost 25 dollars.

The day pleasant with a light refreshing wind from the southward. Received 3 small Bullocks from Shore, at the rate of 15 dolls per head. The Standard returned from Macao: at 8 A.M. Received on board a quantity of vegetables for the crew. & a load of water for present use. Ship's Company variously employed:

The ~~four~~ <sup>5<sup>th</sup></sup> ~~two~~ <sup>one</sup> in sight beating up - Sent a Boat on board which returned with Captain Connant. (her Capt.) at 8 she passed under our stern, her Capt. returned on board - At 11 P.M. departed this life. Martin Van Ordean, remover of the ship. This is the 5<sup>th</sup> man since leaving the U.S. that has died on board. her cost on board is 7-- near Meridian a large English Company ship bound to Bengal. came down the River and anchored under our stern. she came to here for the purpose of taking on board money which a Boat, that put her self under the protection of guns last night, has in for her; The 7<sup>th</sup> weather pleasant wind from the N.W. shifted our birth in there about a mile, in 11 1/2 fathoms, soft, sticky bottom. The highest Peak of Linton, bore N. 3 1/2 E, South East Point 3 by N, North West Point N 1/2 W - At 3 in the afternoon the Standard left the ship for the purpose of burying the body of Martin Van Ordean - Moor'd ship with a scope of 45 fathoms on each cable - Received on board three Bullocks at 15 dolls per head. - The Packet Boat which took the Purser to Wampoo, returned to the ship -

To the 9<sup>th</sup> weather pleasant - At 4 P.M. saw the Clothier. Standing up sent the 3<sup>d</sup> Cutter to her, which returned with her Capt. -

Captain Phillips's account of the late Gale differs materially from ours, although the same Gale & but little distance from us through the greater part of it - at the latter part he could not have been more than 150 miles, but all through the 4 first days I should suppose he was 50 or 60 miles distance, - The Gale he experienced commenced when in sight of us, we soon separated owing to his better judgement, & by his account the Gale was milder when compared to the one we experienced, for with him it blew continually from one quarter & not so hard but that he could carry his Top sails - & part of the time his Main Top gill sail - on the contrary we could not show a sail at times, - & the wind was all round the compass -



how far his statement of his may be correct it remains for eternity to elucidate. how far his judgement in the latter part of his Pilotage proved to his advantage & that of his owners is concealed by his arriving last, altho Capt P- is highly spoken of by almost every one we meet, as a smart active & enterprising man. a good Navigator, &c. his ship this evening anchored near us. he returned on board. This forenoon we were visited by a number of Mandanians of the lower branch. show them the ship - at 12 they all left the ship apparently well satisfied with our attention.

We have ascertained this day by the mean of two good meridian altitudes the ships place in Lat.  $22^{\circ} 23' N$ .

10<sup>th</sup> Novem

The American Ships Chamcey & Adirondack anchored near us from Whampoa having on board supplies for this ship, from the Chamcey we received 10 bags & one hbl of Bread (which at present we stand much in need of as we have but three days more on board) 4 hbl of Beef & one of Pork, from the Adirondack - 13 bags & 4 hbl. at 4 in the morning the two ships left us, the Adirondack bound to Philadelphia & New York. - at meridian received 5 Bullocks & a quantity of vegetables - The mean of two obs. between 0 & 3 one measured by me one by Lieut. Forkees. places our ship - in

	113	44	2	Mean
	113	33		Forkees
	113	56		mine
Lat -	22	23		

11<sup>th</sup>

Throughout this day pleasant with a fresh breeze from the N.W. at 7 P.M. departed this life Indian Hammona (mine) belonging to Salem, Massachusetts - at 10 A.M. the Standard left the ship with the body & a detachment of mines - to do military honors to the deceased. Every man we have living here on this Island we have made a practice of giving 5 dollos. to prevent any disturbance. the first they extracted from us by their menacing &c. to prevent any thing of the kind we pay them at the rate of 25000 dollos per acre - The Observations taken to day between 0 & 3. distance measured by me place the ship in the same longitude as yesterday. therefore I shall say ships place -

Lat  $113^{\circ} 41' 30''$

The 12 weather pleasant - received on board 5 Bullocks, and a quantity of vegetables -

13<sup>th</sup>

The day commences pleasant, a moderate breeze from the Westward at 2 P.M. moved ship. at 5 got underweigh for the purpose of running up to Chumpee, but the wind growing light, we were unable to work ship, shortened sail, & came to an anchor in 5 fathoms water. The north point of Linton bore 2 by N & thenore bore W by N.



14<sup>th</sup> November. 1819

Commences pleasant, at 4 a light breeze. & with the assistance of flood tide Whirled Anchor, made sail up the River again. At 5-30 Shortened sail & anchored in 10 fathoms Water. North Point of Lintin bearing S E by E  $\frac{1}{2}$  E, North Point of Khenow W  $\frac{1}{2}$  S - The American Brig Seneca of 4 for New York, passed & hove to under our Stern. Sent one of our Boats on board. which returned with her Captain, Supercargo & our Purser. The latter took refuge in her down from Whampoa to the Ship. Received 20 Boxes of Tea & 21 of Sugar for the Ship. The Brig filled away & made sail on her way home.

At 10 A.M. finding it impracticable by the report of the Purser to proceed to Chuen-Pee owing to the detestable feelings they entertain towards a Ship of War, & their Refusal to furnish us with a Compadore - Got underweigh & made sail for ~~the~~ the Anchorage off Lintin At 11 Shortened sail & Anchored in 8 fathoms Water. Moved Ship with one Anchor to N - the other to the S - Lintin Peak bearing N.E. by E - North Point N by W South Point  $\frac{3}{4}$  on

From the 15<sup>th</sup> to 18<sup>th</sup>

The weather generally pleasant, on the 16<sup>th</sup> Mr Johnson (Seaman) departed this life, caused by the dysentery, inticed at Lintin.

The 17<sup>th</sup> Mr Allen (First Lieut) left the Ship for Canton on Public Duty.

17<sup>th</sup>  
Subly weather - At daylight discovered a Ship at Anchor to the N.E. & W. sent a Boat on board, she proved to be the Ship General Hamilton, of Providence, from the Coast of Sumatra, bound to Canton. This forenoon Anchored near us the Ship Fame, from Canton, Received the following articles by her for the Ship, 53 Bags of Bread weighing 599 lbs - 65 Bags of Yams, which cost 200 \$ - 4 Bags of Pease 520 lbs - 2 do of Pepper 95 lbs - 10 Boxes of Flour weighing 10 Peck - equals to 1230 lbs - At 10 - seven Chinese war Junks Anchored near us - 11 The Mandarines & their Suite came on board, to visit the Ship - at 1 they all left the us gave them a Salute of 5 guns - It is their custom when one of the Head Mandarines, leave this Junk, for them all to assemble on the side of the vessel till he starts, they then commence beating the (Gong) a thing similar to a Tambourine, but made entirely of Brass, accompanied with salutes from each Junk -

This evening the Chinese Junks were very handsomely illuminated, understood it was the anniversary of the coronation of their Emperor, which they keep up for a week.



May 27<sup>th</sup> 1800, at 3<sup>h</sup> 15<sup>m</sup> P.M. Lat by acct from noon 11° 50' N and Long by Chrono-  
 121° 3' 30" E. Struck Soundings in 31 fathoms, broken red flat shells, the Peak  
 of Quinilaban bore S 19° W, the bluff point on Calamain, South end, S 66° W and  
 Eastern extrem of Mindora N 35° 30' E. Variation, or Compass, 21° West -  
 Run about 2 1/2 Miles and had the following Depths, 31 fathoms, 26, 28, 31, 39, 27,  
 53, 57, 63, 64, 70, 74, 76, 80, the first 6 casts, coarse sand, like Oatmeal, with  
 shells. the next coarse dark sand with small shells & stones, At 90 fathoms the  
 Peak on Quinilaban S 93° E. bluff point on Calamain N 88° W, the South East  
 extrem of Mindora N 33° E distance run by log 2 Miles - The Ship *Nonsuch* then  
 with in hail & in company, had the following bearings, and Soundings, Body of  
 Flat Isle N by 2 1/4 E. Body of Quinilaban S 5° W 1/2 W, South extrem of Calamain  
 N 1/4 W, westernmost of the S.W. Islands N 1/4 E. Southernmost part of Mindora -  
 N 2 1/4 N. - at time of the above bearings had soundings 30, 29, 26, 18 17, 22, 48, 50 57,  
 and 60 fathoms, hard Coral Rocks - 63, 65 fathoms no bottom, there were in company  
 several vessels and all within 4 miles of each other, but had no soundings

of the Straits of Sunda & its Entrance,

The Ship *Sandwich* got aground and at the same time had the following bearings, the  
 Southern part of the two Sisters S.S. 3 1/4 S. the Northern S.N. E. easterly, about three Leagues  
 and from the Sumatra Shore four. - (as no Shoal of this kind is laid down by Lt.  
 Kops. I am inclined to doubt the existence of it, as I put implicit faith in Lt.  
 K's Observations, which have proved satisfactory to every one who have sailed by  
 them, that is, those with whom I have had an opportunity of conversing with  
 on that subject. that I think my doubts may possibly be correct.)

Remarks and Instructions on an Eastern Passage: leaving Bombay.

The best time of the year to leave Bombay for China to go the Eastern Passage, is  
 the end of September or beginning of October, You then make sure of getting through  
 the Straits of Macassar before the North Wind & Southerly Current set in: which  
 generally happens about the beginning and middle of March -

The Ship *Luna* in 1793, entered the Straits by rounding Pulo Laut, by the 15<sup>th</sup> of  
 January - and did not reach Point d'onde till the 6<sup>th</sup> of March. the Distance  
 only 368 Miles distant - all this time the Current ran strong to the South & the  
 Winds blew from the North & There were two American vessels then in the  
 Straits bound to Manila, one of them tho' a good Sailor returned to  
 Batavia, after beating some time she despaired of her passage and put back  
 The other Ship persevered and got through with great difficulty -

The Ship *Canada* a whaler in 1792 got up to Point Donda intending to proceed  
 by the Serangan Passage into the Pacific Ocean, being bound to Macassar  
 but being there weeks with out gaining ground, she stood on a wind to the  
 Northward, & made the East point of Solas, pass'd through a narrow  
 passage, or between two Islands, on the East point of Solas, carrying 5, 6  
 & 7 fathoms muddy bottom, From thence she went up the Mindora  
 sea, and pass'd between the Calamino Islands and Apo Bank, then  
 stretch'd up the west coast of Luzon and from Point Donda made  
 a good Passage -

Leaving Bombay as before mentioned, the best track is round the  
 Island of Ceylon as far as Donda Head then if the Wind will



will permit, to stretch over to the Eastward making several degrees from Donda Head if possible before the Equator is passed to prevent being set towards the Maldiva Islands, by the westerly current, in calms and light winds - The Anara experienced a current setting from 30 to 50 miles E. by day, from 2° North latitude to the Equator & made 5° to the Westward of to the Straits of Sunda which greatly prolonged her passage & exposed her to the backwind winds & currents she afterwards met with in the Straits of Macassar after beating so long in getting up to point Donda, they determined on passing to the Westward of Magindanao, Sigeo Islands, Panay and Mindoro, they were however successful in making a tolerable passage in this route, as well as on the Coast of Luconia - Had they persevered in beating out into the Pacific Ocean they in <sup>all</sup> might they might have been prevented by light winds, and been so long getting through between Formosa, and the Barker Islands, the S. W. monsoons, would have overtaken them before they could have reached Macao

### Leaving China

If a ship sails from China in June, July, or August, in my opinion she ought to go between Formosa & Barker Islands, into the Pacific Ocean, and then proceed between the Phillipian and Pelew Islands to the Southward as here she will find variable winds, but mostly from the Westward; after passing to the Southward of the Pelew she ought to keep in Long - 132° or 133° E. until near the Equator to be able to fetch into Dampiers Straits, if the wind should prove to the S. E. near the Equator - however we found it to be variable near the Coast of New Guinea and East side of Wagon, for one or two days had the wind fresh from the West & experienced a very hard squall off New Guinea which lasted one hour - At half past 3 P.M. saw Breakers ahead, extending from N. E. to N. N. W., small Rocks above water N. by W. 3 miles distant - it falling calm about this time, hoisted out the Boats and towed the Ship off - This Reef extending nearly N. E. & W. N. W., its length in that direction cannot be less than 6 or 7 miles - The evening was much against us being very squally and cloudy around the Horizon, which circumstance prevented us from ascertaining its exact length - Robertson makes no mention of this nor does any Chart I have seen - From a very good observation at noon of the Sun, I make the Body of the Breakers to be in Lat 2° 50' N. and Long by Chron 131° 40' 30" East which may be safely depended on - My departure was taken from point Pigot allowing it to be in Long 131° 19' East - Having entered the Pacific Ocean through any of the Straits to the Eastward a ship must make



make Tasting in a low Latitude sufficient to weather the North  
Point of Luzon, as the N.E. Monsoons blow fresh with sometimes a  
high sea, It is best to pass to the Eastward of the Pelew Islands as  
some Ships going to the westward of them have been set on shore  
on the Coast of <sup>by the strong westerly currents that generally</sup>  
accompany the N.E. Monsoons = In the Track of going to the Eastward  
there are a number of small low Islands, which ought to be passed  
with great caution, when near any of them in the night -  
A Ship ought to keep in the Long of  $138^{\circ}$  or  $140^{\circ}$  E. to make sure of  
weathering the Pelew Islands You should be cautious of going  
into the Lat of the Banker Isles before getting into the Longitude  
of them, as some Ships by passing to the westward too soon have been  
obliged to run through amongst them, not being able to weather  
the northernmost Island - In passing between Formosa and the Banker  
you should keep nearest the latter on account of giving the  
Vete Beta a good birth. This is high above the water with  
shoaling Rocks and Breakers all round - It lies in Lat  $21^{\circ} 45'$  North  
and about 7 leagues to the South of Formosa - The Lat of Grafton Isle, the  
northernmost of the Breakers is  $21^{\circ} 5'$  North = In the N.W. Monsoons which  
prevail in the Months of November, Decem<sup>r</sup> January & February, the  
currents from Batavia to the Island of Moropes set to the Eastward  
inclining Southerly, it seldom exceeds 15 miles per Day - In Decem<sup>r</sup>  
& January, you should be guarded against Squalls, which are  
very severe in the N.W. Monsoons - At times the weather in this  
month is cloudy with much rain - About the Moropes the current  
is continually setting to the S.E.W. Part of January and all Feb<sup>r</sup>  
slackening in the commencement of March; The Current will  
generally be found to set the same way this month - If a Ship  
does leave or pass Batavia before the beginning or middle of <sup>June</sup> June  
it is best to go through the Saleyr Passage or Straits and through  
Pitts or Dampiers Straits, as you will be so liable to contrary currents  
which run strong through the Straits of Macassar; on the Month of  
Feb<sup>r</sup> and this month the wind will be found to be right through  
the Straits, whereas the Track Saleyr Pitts Passage and Dampiers  
Straits lay you very little to the <sup>South</sup> South of East; and when you  
enter the Pacific Ocean you are still in South Latitude and  
in the way of N.W. winds - Leaving Batavia bound through  
the Straits of Saleyr in the N.W. Monsoons, when clear of Eden  
Shape your course to pass the North side of Carimon Sara  
which bears from Eden nearly due East 72 leagues, this course  
will carry you clear of the Bumpkins Island which lies  
in the Lat of  $5^{\circ} 52'$  South, and about 40 leagues to the East  
of Eden there is a Shoal on which a Breaker is seen  
sometimes



sometimes and which lies two or three Leagues to the North of Bumpkins Island - On account of this shoal it is best to steer a little more North until you are past it - You must then rise Carimon Sava if in the daytime, but in the night give it a good berth, to the South - There are several small Islands near it - one of them lies ~~near~~ of Carimon Sava nearly 3 Leagues - The Ship Anna passed to the Westward of Carimon Sava and the Island to the Westward of it about 7 Leagues in 52 fathoms = After leaving Edam if you measure your Depth of water to 35 fathoms, you will pass Bumpkins Island at a reasonable distance - Carimon Sava lies in the Lat. of  $5^{\circ} 50'$  South and Long  $113^{\circ} 35'$  East and the flat Island to the West of it in  $110^{\circ} 28' E$  - The Island of Carimon Sava is high with a regular Peack hill on the middle of it = Lubeck Island bears from Carimon Sava, nearly due East distance 2 1/2 Leagues, by the best authority it lies in  $5^{\circ} 29' S$  and Long  $112^{\circ} 50'$  East it is high land of considerable extent The East end of it ought not to be approached on account of the Outer Banks lying 2 or 3 Leagues off it - The Anna passed Lubeck on the North side at the distance of 8 or 9 Leagues, between them in a good track of 52 or 53 fathoms = The Dover Castle in Company with other vessels in January 23<sup>rd</sup> 1802 discovered Breakers on a Shoal not laid down in any chart hitherto published - At 1 P.M. the Ship Asia made a signal for seeing Land, which we supposed, by our Lat.  $5^{\circ} 8' S$  and Long  $112^{\circ} 58'$  East at noon, to have been the Island of Lubeck After a run of 24 hours on an E by S Course, saw the Surf breaking at a small distance, which was perceived by our Commodore, and the signal to heave 150 was made, when the Comd<sup>r</sup> hoisted out his Boat and sent her to sound - found it was a Ledge of broken Rocks extending N.W. to S.E. about a 1/4 of a mile & leaving on it 5 feet water where the Boat could approach, but apparently there was less within - At a Cable's length had 6, 8, 12 and from that to 25 fathoms half a mile distant without, Lubeck bearing from us at the time S.W. by S 16 Leagues = Latitude of the Ledge was  $5^{\circ} 12'$  South, Long by Chron  $113^{\circ} 01'$  East after passing Lubeck to pass on the South side of Solombo which bears from Lubeck  $N 81^{\circ} E$  32 Leagues distance and lies in  $5^{\circ} 30' S$  and Long  $114^{\circ} 18' E$ , It is low at the East end and has a hill in the middle, that may be seen from the Deck 7 or 8 Leagues = After passing Lubeck to the South at the distance of 7 or 8 Leagues and South of the Breakers



Great Solomons in Soundings 32 to 35 and 24 to 26 fathoms to the South East of it - or 8 leagues distant, Solomons bears from the Bull Shoals N 84° E or rather the Bull Shoals bears from the Great Solomons S 84° E. 9 leagues - when to the Eastward of the Great Solomons - it will be best to keep nearly in the parallel of it - Variation 5° 20' till 50 or 55 leagues to the Eastward, you might then steer a course according as you design to pass on the North or on the South side of the Brill - It is thought best to pass on the North side especially if the wind is N.W. as you rise the S.W. end of the Celebes from the South in clear weather and the Island Tunkuck lying to the Northward is a good guide to know when you are past the Brill - But in going to the South of it the land is not seen and consequently no mark to guide you - If you pass to the South of the Brill the Lat of 6° 15' must not be exceeded on account of the Position the North of which is about 11 miles to the West of the Brill Shoal, a Bank is said to surround these Islands extending several leagues to the North of them - The best Publication place the N.E. about the Position in 6° 25' S. so that a Ship passing in the Lat of 6° 15' S. will pass about midway between them & the Brill, but should you run between them in the night great care would be required as to your latitude - Having run 50 or 55 leagues on a parallel from the Great Solomons, if you intend to pass to the South of the Brill you should keep a little more southerly to increase your Lat. to 6° 10' South before you approach the Brill you should, provided you intend to pass without seeing it - This will carry you 11 miles from the South part of the Shoal which lies in Lat 6° 05' S. and Long 114° 2' - If you go to the North - Lat 5° 50' S. is the best track as the North part of the Shoal lies in 6° S. the extent from East to West as judged from the Annas Mast Head is about 4 or 5 miles and is 2 1/2 miles from the Great Solomons distant - The Brill is a very dangerous Shoal and is nearly mid channel between the Positions and the Tunkuck, there is a regular breaker round the edge of it and inside of it the water appears to be of a green colour - A Boat sounded on it in 2 feet at some places and found sandy bottom - It is believed to be steep, and when any sea happens the Breaker will be no bad guide against it in the Daytime - In passing to the North end of the Brill you may have Soundings on the South end of it - Bank which extends to the Lat. of 5° 49' South and about 20 leagues to the Westward - The South point of the Bank is by all accounts free from danger, but the Soundings in some places are irregular and the Depths 6 or 8 fathoms - This Bank is of great extent and has several to the North of it, or on the North point of it - The Island Tunkuck lies at a small distance from the Celebes (S.W. point) and there is good anchorage between - The Island Tunkuck lies in 5° 30' South - One West at 3 1/2 miles distant lies a small Island, and 10 miles further in the same direction lies 2 small Islands - There is a dangerous Shoal that surrounds the Westernmost and projects several miles to the South of the S.W. one - To the Eastward till near the Eastern one - In this Shoal the Swallow was nearly aground being in 3 fathoms water but by backing all her sails got off without touching - In coming from Solomons you must rise the land at the N.E. end of the De Scudder Bank and this Shoal where the Swallow got entangled and on the same Bank (see Robertsons Charts, as the South Island in 5° 31' South and the



Shoal is about 10 miles to the south of the ... this Solway bears from  
June 4th 1844 Loggers - The Brill Shoal is very erroneously laid down in  
all the Charts. It is not an island - from Solway - Middle Island  
in the Straits of Solway bears from the Brill  $N 75^{\circ} E$  Dist. 30 leagues  
When past the Brill it is best to pass in near the Celebs when you will  
have soundings from the Island Tunchik to the East point of Bonthian  
Bay - You can anchor where you please, if occasion require it - Keep at  
what distance you like from the Celebs till you bring Bonthian  
Bay to bear  $N. N. E.$  when you must haul well into the Bay  
within the Shoal, on which the Mansfield had 44 fathoms fine  
coral - Bonthian Hill  $N. E.$  Distance off the Celebs about  $1\frac{1}{2}$   
Leagues - To avoid this Shoal it is requisite you keep 12 or 13  
Miles off shore when you will have good anchorage and no danger  
with the Hill  $N. W.$  steer for  
Middle Island in the Straits of Solway - If you pass to the South  
of the Mansfield shore you must keep at the distance of 7 or 8  
Leagues from the Celebs shore - When the Hill bears  $N. by E.$   
which will be seen at some distance in clear weather, but  
in thick weather Lat.  $5^{\circ} 52' S.$  will be the safest guide until  
within 5 Leagues of Solway when you must haul to the  $N. E.$   
for Middle Island - From this Island the Shoal bears nearly West  
4 Leagues distant - The Straits of Solway are formed by the South  
of Celebs and North parts of the Island of Solway - between this  
are the Islands call'd North and Middle & South - Middle Island  
is the smallest and the passage is on either side of it - The channel  
between Middle and South Island is 2 miles & a half - and that between  
it and North Island 3 miles wide - both are safe but the widest  
is preferable as you have no soundings in either - A Dutch officer  
who had surveyed these Islands says there is no safe passage  
between the North Island and the Celebs nor between the South  
Island and the Solway - A Dutch Ship was lost in attempting  
the last passage - In coming from the S. W. & North Island is shut  
in with the Celebs, but when to the Eastward a wide space opens  
between them - You may see these Islands from the Deck (altho  
they are rather low) 4 or 5 Leagues - The North point of Solway which  
appears like an Island both to the Eastward and Westward - The  
West part is a little higher and joined by a low neck of land  
to Solway, the North point of it lies in  $5^{\circ} 50' S.$  - The South point of Celebs  
opposite Solway is moderately high and very woody - In Bonthian  
Bay the land is low near the sea, but inland to the  $N. W.$  it is  
remarkable high and may be seen in a clear day at the Dist  
of 30 Leagues - The Island of Solway is high bold land, except at  
the North point where it falls rather low - At a small distance  
off the West side of it lies Hog Island running nearly in the  
same direction with Solway and is very close to it - on the West  
side of Hog Island, by the Dutch call'd Holland Meadows



The Princess Augusta anchored on the verge of it in 28 Fathoms. in the night. There are only 2 fathoms sharp Rocks on it at some places - Its extent North and South is a cable length, & East & West  $\frac{1}{4}$  of a mile. The South part of Soloy lies from the Reef S by E. and the North End of Soloy N. by E. distance from Hogo Island about 5 miles - The South point of Bouton bears from Middle Island  $E 2^{\circ} S$ . but the best course to steer from Middle Island is  $E \frac{1}{2} S$ . which if no current will carry you at a reasonable distance from the Island and also pass South Island at a desirable distance.

The Island of Cambyna is high and at the South end it lies in  $5^{\circ} 30'$  South - The distance from Middle Island to the Peak - is 93 miles - from Middle Island to the South Island near Bouton is  $2^{\circ} 41'$  and to the South point of Bouton is  $2^{\circ} 10'$  - These two small Islands lie off the South End of <sup>Cambyna</sup> Bouton 12 miles distant - It is misleading, high and being on the South end of Bouton in coming from the West<sup>ward</sup> is not perceived to be an Island until near it - Its Lat<sup>itude</sup>  $5^{\circ} 45'$  South Long.  $122^{\circ} 32'$  East = Hagedis Island lies in Lat.  $5^{\circ} 13'$  S Long  $122^{\circ} 42'$  East. bearing nearly South from the South end of Bouton - This Isl is small but high. The South point of Bouton bears nearly East from Middle Island and is in Lat  $5^{\circ} 42'$  South Long  $122^{\circ} 46'$  East. which makes it more northerly than is laid down in the best of Charts. -

The South end of Bouton is very high and woody - in passing it in the night you see a great many lights on it - it is also very steep, having no soundings until near it - after having reached the South end of Bouton you should keep the Bouton Shoals on board - To avoid the Token Reef Island you ought to keep within 3 or 4 leagues of the shore and if you have the wind from the W<sup>est</sup> you may go within as many miles - The end of Bouton is due West from the North large Islands of the Token Reef - When past the East end of Bouton, you pass a deep Bay or rather opening of about 9 leagues in extent. The points of this Bay bear nearly N by W and S by W of each other - You need not run into the Bay but stand right to the North<sup>ward</sup> from the North point of it - which runs low and level a great distance near the Sea - You may then keep on to the North<sup>ward</sup> along shore as far as the East side of Weywong East end of Bouton, Lat  $5^{\circ} 15'$  South Long  $123^{\circ} 18'$  East - North End - - -  $41^{\circ} 25'$  - - -

The Shoals off the Token Reef are said to be a cluster and very dangerous with a number of Islands on them, The one opposite to the East end of Pulo Bouton, appears to be the largest and highest - was seen from a Ship's Deck 5 or 7 Leagues - The bay of this Island is in  $5^{\circ} 15'$  S. and  $123^{\circ} 33'$  East which is 5 leagues from the East End of Bouton - These Islands must be allowed a good berth in passing them as the Shoals are considerable distance off. - Weywong is a high Island lying to the North<sup>ward</sup> of Bouton from the best authority it lies in  $41^{\circ} 35'$  between it and the North part of B - Island is found the N. Entrance of B - Straits = These



These Straits are now avoided on account of their intricacy the  
passage on the East side of Boutan being much safer =  
When a Ship has reached the North end of Boutan she should  
keep on to the North until Point Negwang - She may then  
stem over for the South end of the Hulla Bafsey - but great  
care must be taken not to fall to the leeward - The currents in  
the N.W. monsoons often setting 20 or 30 miles per day, and a low  
swell from the N.E. along the Pitts Passage, makes it necessary to  
keep nearest the north side of all the passages through =  
The South point of Hulla Bafsey lies in  $2^{\circ}28'$  South and Long  $125^{\circ}58'$   
it is moderately high and level, the N.W. end of the Island bears  
from the South end of Hulla Bafsey  $S 2^{\circ} W$  about 14 leagues East,  
The Lat of the N.W. end of Bawro is  $3^{\circ}5'$  South Long  $125^{\circ}55'$  East the  
distance between them is the breadth of the channel -  
Bawro is all high land, the N.W. end is the highest and has a  
mountain on it resembling a Dome, that may be seen 20 or 25  
leagues off in clear weather, the Long of the N.E. point of Bawro  
which is on the north side of the Harbour is  $125^{\circ}58' E$ . -  
From the South point of Hulla Bafsey, the Island of Gomono bears  
 $N 70^{\circ} E$ . 24 leagues. to prevent falling to leeward, a N.E. by E. course should  
be steered which will bring you in sight of the West end of My Major a  
high Island - Lat of Gomono  $1^{\circ}55' S$  Long  $127^{\circ}35' E$ . -  
From Gomono to Pulo Pisang course is E.N.E. distance 25 leagues - there  
are several small Islands lying between them, all of which may  
be passed - Near the first is Pulo Gapes which is about 14 leagues  
E.N.E. of Gomono & is rather low and flat - Next are 2 small  
Islands; the two largest of which are called Kchik & Lawu - Lawu  
is the Easternmost & lies N by S from Pisang 30 1/2 leagues distance -  
Kchik is to the Westward of Lawu and about 5 miles from this is  
the other Islands which has no name - all the Islands are small  
but high - Bonaa Isle which lies at a small distance to the N.W.  
of the N.W. end of Ceram is a high ragged Isle and lies in  
Lat  $2^{\circ}53'$  South Long -  $127^{\circ}58' E$  - Pulo Pisang is high and composed  
of two Hills which resemble the Figure 2 when first seen -  
It lies in  $128^{\circ}5'$  Long  $128^{\circ}53' E$ . - Ceram is all very high land -  
The South end of Pulo Papsa bears from Pisang  $N 75^{\circ} E$ . dist. 18  
leagues - there is a small cluster of Islands called - between  
these but nearest to Papsa and nearly west from it the Dutch  
Bay there is anchorage near them - Mysoke is to the South of  
this Point of Pulo Papsa, is level and of a moderate height -  
The North side is lined with small Islands, the outermost of  
which extends several miles out, they are called the Ramang Islands  
and the Pitts Passage is on the South side between them and the  
S.E. end of Pulo Papsa - The channel of the Straits is only  
9 or 10 leagues wide - The largest of the Ramang Islands lies in



1<sup>st</sup> 41' South and 17 miles to the West of Pulo Posa - Pulo Posa is about 5 or 5<sup>1</sup>/<sub>2</sub> leagues in length from East to West and about 1 league North & South it is very remarkable, having two Hills on its N.W. end, one of which has the appearance of the Crown of a Hat, and the other is of an oblong form, the East end of this Island is perfectly flat - The South Point lies in 1<sup>st</sup> 12' South - Long 129<sup>st</sup> 49' E. Several small Islands lie near it - The S.E. Point bears from the extremity of Pitts Passage W.S.W. and from Fishers Island S.W. by W. 14 or 15 Leagues - Fishers Island bears about W<sup>1</sup>/<sub>2</sub> N. from Cape Malo - The West Point of Battanta - & is a very small Island in Lat. or 54' South Long 130<sup>st</sup> 23' East - The passage to Champiers Straits is on the North side of this Island; and that to Pitts Passage or Straits is to the South of Cape Malo; when you are to the Eastward of Pulo Posa you see the High Land of Battanta and Salwatty which is likewise high —

#### Observations on the Manner of Trading at Canton. &c.

The Chinese are generally represented by Europeans as a Deceitful people ready to take the advantage of every Stranger. Their word only gives to Deceit and that no reliance can be placed on their Honour or liberality - This Character may have been in the time of Anson but I think it is not strictly applicable to the present time, true it is that Commerce is despised - that the Peasant that drives his Plough is in their estimation Superior to the most wealthy Merchant - that in consequence thereof the higher orders will not engage in trade, yet I believe there are some among the Commercial part who have considerable pretensions to Honour. - It has frequently been recommended to persons visiting China, to deal with every person as you would with a Rogue, This as a general caution may be proper, but convinced I am there are some to whom this rule would not apply & that you would find it your interest to treat them as honest men - All the attention you can show, all the vigilance you can bestow, will not protect you, you are entirely in their Power, cheat you they will if they are inclined thereto - you had better put a good face on the matter. -

By this I do not mean to inculcate entire confidence; for otherwise, be vigilant, show them by your conduct, that you are acquainted with trade, and are a good judge of Goods, but do not lead them to suppose you suspect their integrity until you have Proof that they have deceived you, & not even then until you are in possession of their Property - On your arrival at Macao, you must procure a Pilot, he requests a return of your Cargo to report at the Custom House of the Place - It is not necessary to be accurate there in - you may say "I have a little Ginseng, a little Wine, Brandy, Rum, Beef or Pork, Quicksilver, Black Gun, or any other article paying duty & of free admission - It is customary to conceal the Quantity of Goods - for your report is immediately forward to Canton; & by an early declaration, you may affect the Market to your own Prejudice. The Pilot as well as any China man you meet will endeavour

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to this cover by every means direct or indirect. The articles and amount you have on board, you have only to answer the first and tell him you have one or two Chop Boats loads, this will be sufficient to obtain permission to proceed - If you have goods on board that are prohibited (Opium) you must not mention it as they are to be smuggled at Whampoa & can not pass the Custom House - you must not import a cargo which pays no duty, such as Salt-petre, for the Law declares that no ship not bringing a cargo paying duty shall be entitled to enter, once excepted. You see therefore the necessity of reporting a cargo of that cargo dutiable whether you have one or no -

I have known vessels detained two or three months, weeks for not having made the proper report - One last season loaded with Salt-petre & others for bringing only Sarcie - If you have no cargo you must take the chance of settling the business at Whampoa - They insist on your sending some up, you may easily arrange it with your linguist to take on board from the ships in Harbour a quantity of goods, or you may send up the Ships provisions, which I believe alone sufficient - The Portuguese have many exclusive privileges within the small district to which they are confined, in consequence of some services formerly rendered the Emperor; but they are closely watched by their neighbors and they in turn closely watch others. Flugs - They are restricted to a certain number of ships, but find means to evade, and carry on a considerable trade with India, Malagasy Islands, coast of Java &c. Their principal emolument I believe in traffic with the Chinese arises on Opium; Salt-petre when permitted from Bengal may afford considerable for being landed smuggling to the Chinese is easier and less expensive than when the goods are water borne as at Whampoa; little can be done at Macao unless you have connection with the Portuguese -

Arrived at Canton one of your principal objects is the securing your ship, for this you must generally select one of the best Merchants of the Co-Hong as with him the principal part of your business is done, either in selling your cargo, or in purchasing a return - When you are on a smuggling voyage it may perhaps be better to engage with one of the Private of the Co-Hong, any one of those will bond your ship for the advance of the Customs and measurement only - But even in this case I would advise your obtaining the guarantee of the person with whom your business is done - It is in the power of the bonding Merchant to delay your vessel by absconding himself, or refusing to give you your clearance - You may sail whenever you please as the Government professes neither the Power or inclination to stop you. They look only to the Security Merchant for redress, but this would jeopardize your insurance, as you must depart without a Pilot, for this last reason only would I advise you engaging with a man of this description; the Government looks only to the Security Merchant for redress, in case of detection they make him pay the profit. being poor they know they can not get much money from him & he having none of your property in his Possessions



Possession can not impose on you - It is much easier to buy yourself off than when your bonds<sup>men</sup> are wealthy - The Custom House watch more narrowly the rich; money is their object and I would advise your settling the business as expeditiously as possible provided you feel yourself secure from all demands. This may be ascertained by the linguist or security Merchant - Complaints for smuggling are seldom carried into the City, until the discoverers, in despair of getting the hard money - when laid before the directors or collectors delay is the least to be dreaded, the demand is in all probability increased ten fold and your ship prevented loading.

Opium formerly as far back as 1800 altho strictly prohibited by Law was constantly introduced, that there was no difficulty in getting it from on board at any time - (but at present of late years it has become of great difficulty owing to the collectors being more strict than formerly.) The Mandarins at Whampoa in 1800. had a fixed price for Opium & came on board themselves to see it weighed - The purchasers may sometimes wish to take it in the night, but I would insist on their taking it in the day, for in the dark others may persuade the Mandarins to save charges and endanger the vessel - If you have any thing on board besides the opium which you wish to smuggle should it not be too bulky as to prevent your filling your ship & the retaining, I would advise your disposing of it conditioned to deliver at second Bar or some other place down the river, and proceed with your loading - you will then be on your way to sea with your clearance & Pilot on board - In all cases of this nature protect as much as possible your security Merchants - Duties are paid by the purchasers and generally he is the most improper person to make arrangements with - The Mandarins anxious to save every cent, he may not bid high enough or may be induced to run every rogue - Your best mode is thro' your linguist; if he will undertake it you are generally safe - I always advise your engaging the head linguist - he is a very important character to you in all cases of difficulty altho many other linguists may be competent to the usual routines of the Custom House, I know of none more capable of rendering you real service as Go Qua - The Co. Hong consists of eleven members appointed by the Emperor to trade with Foreigners, they mutually agree to guarantee the debts of each other contracted with those Foreigners, and the Emperor ultimately guarantees them - This gives a greater security than you find in any other Country - But nothing would be more erroneous than to trust to this security, for should you ultimately gain redress by an application to the Lords of the Land - The delays would perhaps be equally destructive to your prospects as the loss of the original debt - I should recommend nothing more strongly than in all your dealings of magnitude you deal with those men on whose punctuality and honour you can place confidence. Persons residing in Canton may feel themselves more at liberty -



but the itinerant is obliged to depart at a fixed time, detention to him would be ruinous if protracted — To compensate the Co-Hong for their risk they have the exclusive privileges of exporting certain articles and the duties are lower to them (except I believe) porcelain and a few other articles which the dealers have a right of exporting on their own Chops; They have also a right of giving Chops (Bonds) for all duties by which they obtain a years credit — Altho the outside Merchants (as they are called from not being in the Co-Hong) are numerous and many of them large and respectable dealers, willing to contract with you to any amount and in any article (Bohea Tea excepted) yet they are obliged to contract with you through the Co-Hong. & they connect themselves with a Hong Merchant, and Land or Ship under his Chop; this they easily do by granting part of their profits; paying certain sums of money or by even advancing the duty to a Hong Merchant who has not funds, either from want of Character or custom — We frequently find those who apparently do little business, stand among the highest on the Books of the Custom House. — In selling to outside Men (unless you have a confidence in them) be careful to ascertain whether they have received the Chop of a Hong Merchant previous to the delivery of the goods, otherwise you make yourself liable — Whether you should sell for Cash, or exchange for goods, or whether you demand an advance can scarcely call'd bargain money which the purchaser profits, if he does not comply with his contract, depend so entirely on the state of the Market and parties at the time, that it would be useless for me to enlarge thereon, Your own observations aided by the opinion of gentlemen resident in Canton will enable you to determine upon what line of conduct you will most benefit the voyage — Be not in too great haste to secure your Ship, you are probably expedited by it, as your contract for Silks, China-ware, &c. which commonly cause delay and ought to be first order'd, may go on — It is customary with your security Merchant to enter into articles of agreement stipulating penalties in case of breach of contract — You may if you please extend this mode to all with whom you deal, and with the outside men, may probably enforce the penalty if possible of their property — But I apprehend it more a matter of form with your security Merchant; he keeps your clearance and by delay will generally gain his end. — There are a few brokers in the employ of the Europeans & Americans; they may be useful to you, Circumspection in your dealings with.



them is necessary - The members of the Co = Hong, in 1800.  
were - - - - -

It has been customary to give the Characters  
of the different Hong Merchants -

We all have our partialities and what.

any say on this subject may appear erroneous

to many who are acquainted with the persons,

I wish it understood that I merely express my

opinion with no desire of your embracing it

without first proving it correct - The most

wealthy of the present Hong, are Hon Qua, Mon Qua, Chin Qua,

& Consie Qua & perhaps in the order in which they stand, wealth

altho a security should not I conceive, be the first consideration

especially with the Philadelphia trade whose ships are generally

rich and do not require long credits - Hon Qua we found

to be formal in his manners and by many thought to be

roughly, he knows more of trade and in my opinion is the

best merchant in the Co = Hong - he does not solicit business and

will engage in no speculations without a prospect of profit

to himself - You seldom sell as high or purchase as low

from him as from others - but he is very punctual and

strictly conforms with his engagements and will not deceive

you in the goods he furnishes you - he has I believe given

universal satisfaction in his Teas; They have been esteemed the

best in Europe & America of those imported by our Flag -

Mon Qua has lately confined himself principally to the Cotton Trade &

his share in the English Company business - He formerly did American

business and was much liked - Cheon Qua has I think been traduced

by some - He has done a great deal of business with the Americans,

He has a bad set of persons and an officiousness which may have

displeased - I have not heard of his Cargoes being bad, on the

contrary many of them have been very good - Consie Qua has

dealt more with the Americans than any of the Co = Hong, he is

the most plausible in his manners, wealthy, easy to make contracts

& unbounded in his promises of credit. he has once failed to

a great amount, but recovered partly through the assistance of the Hong

and the reimbursements from property vested in the hands of some

Philadelphia Merchants - Man Hop is one of the New Members;

not very rich, but he is I think likely to rise, has done American

business and I have heard of but one complaint - The rest of the

Hong bears generally good Characters, Lo Qua, Ly Qua, have neither

money nor credit - It may be supposed that the Hong Merchants,

deal entirely in Teas; Those, and Sugars constitute their principal

business, but almost all of them are connected with persons in

the Silk line and all will buy for you, Stambours, Cassia,

or any other article you may want -

Pan Kia Qua  
Hon Qua.  
Consie Qua  
Cheon Qua  
Yon Qua  
Ly Qua  
Mon Qua  
Pan Qua  
Man Qua  
Man Hop  
Lo Qua.



The Co-Hong stood as follows in 1810 and perhaps in the same order.

\* Manqua - transacts business -

Fatqua, dont interfere, not speaking

English - Aming is a great smuggler

at Canton - To each Hong or security

Merchants, are allowed two pursers, who

are supposed to trade under his protection, and none except these

and the Hong-Merchants are allowed to trade or have comm<sup>time</sup> m<sup>time</sup>

with the Foreigners at Canton - This is a Law of China but very

seldom put in force, tho there is always a liability on the part

of those (who have not obtained protection from one of the Hong)

that trade with us to be squeezed, or in other words fined for it -

If you do business with any of those, I would recommend not to

advance any money before the goods are on board the ship -

There are some Hong Merchants who do little business

& therfor have occasion for not more than one Purser; these often

nominally take an out-door man as their Purser & extend their

protection to him, thereby freeing him from the danger of

being fined, for a violation of the Law.

As I before observed there are many outside men of

good character & do much business, it is unnecessary for me to

enumerate them, for I presume you do not go with a determination

to engage with any particular person; on the spot you will form

your opinion - The mode of judging goods; I do not feel my-

self competent fully to answer, The first admits of such variety

(transacting business) and the last as it regards Teas (Black especially)

requires a long acquaintance; there are but few altho, they have

dealt in them for many years can be called competent Judges -

as relates to the first; your immediate consideration is the

appropriating your funds to your Tonnage -

In Freight Ships, your orders are generally calculated on

this principle by the Shippers and a compliance with as

far as in your power is expected -

Weight of Tea P<sup>r</sup> Chest.

Hyson and H Skin about 55 lbs. - Young Hyson varies from 80 to 100 =

lbs. Imperial & Gunpowder varies from 90 to 100 lbs. - Souchong 82 lbs.

Campoy 89 lbs. Congo heavier than Campoy.

Bohea may be packed as you please from 250 to 300 -

Catties in a chest - Single & Tonkey 80 lbs.

Measurement of Packages

of Silk. Teas. Vankeens. Chinese Ware. generally shipped

from Canton -



# Measurement of all Packages from Canton.

	Feet - inch			Feet - inch	
Chest of Bohea Tea	13		<u>Silks -</u>		
2 <sup>d</sup> Hyson - Tea	4		Box 30 P <sup>d</sup> Lutestring blk	3	8
" Young Hyson Tea	4 1/2		25 P <sup>d</sup> colored, do.	2	5
Imperial & Gunpowder	4		20 " Senkaws	3	9
" Hyson Skin	4		13 " 18 y <sup>d</sup> Sattin striped	4 1/2	4 1/2
Singlo	5	8	10 " " " Plain	1	8
Tonkay	5	8	20 " 30 " " Plain	4 1/2	5
Congo	"	"	18 " " " Striped	4 1/2	2
Camkoy	4 1/2	2	20 " " 7 1/2 k <sup>ft</sup>	2	4 1/2
Bohea Souchang	4 1/2	2	50 Catty Sewing Silk	2	11
10 Catty Box Hyson	"	11	50 " Hair Ribbon	3	2
" " " Souchang	"	10			
20 " " Hyson	1	11	<u>Blankets</u>		
25 " " Linchou	1	10	Bale Comfy yellow	3	4 1/2
40 " " Souchang	3	5	" Comfy white	3	4 1/2
<u>China Ware</u>			" Short yellow	2	
Box Tea sett 78 pieces	1	7	" Short white	3	
" 300 P <sup>d</sup> Evg. cups & saucers	4	5	Blk - Blankets long 1/2 bale	2	5
" 25 Pint bowls	4	5	" " Short "	2	4 1/2
" 200 P <sup>d</sup> coffee cups & saucers	4 1/2	5			
" 225 Flat Plates 5 inch	4 1/2	3			
75 deep do - "	4 1/2	5			
" same apartment quick	4	5			
" 32 Dishes assorted	4 1/2	5			
" 120 Custard cups & covers	2	1			
" 144 Sauce boats	5	8			
" 184 P <sup>d</sup> dinner sett	7	3			
" 150 P <sup>d</sup> Evg cups & saucers	2	5			
49 P <sup>d</sup> Tea sett	"	8			
Box 222 P <sup>d</sup> Coffee cups & saucers	4	10			
" 220 P <sup>d</sup> Breakfast do.	5				
" 70 " Sugar basins	4	5			
" 80 " Cream covers	4 1/2	8			
" 200 " Bell cups & saucers	5				
Tub 15 Two pint Bowls	1	9			
25 Three do. do.	2				
30 Quart. do. do.	1	8			

Capsia about 5 Peck per ton -  
Salt petre rather more than a  
ton to 2 to a ton

Measurement -

N<sup>o</sup>. 13.

The measurement of manufactured goods is constantly varying; the lengths, breadth and texture of the cloth, has for some years declined -

Before you leave Home for Canton, I would advise your collecting patterns of all the silks and china ware intended -

You will thereby be better prepared to meet the ideas of the dealers in the Market -

as regards color, figure, and quality, than you would be were you to rely on your own selection at Canton - Silks are worse after your arrival, it may be well not to restrict them in time, they should be well dried before packing & to a certainty, the more delicate colors will be ruined - You should also at the same time determine on the number of pieces to be packed in a box that your packages may be made and also dried -

The best raw silk is called Nankin silk (probably being produced in more provinces than one) for the Chinese if they wish to stamp a value on any thing, they say it is Nankin, thinking thereby to convey an idea of its excellence) The Canton is very inferior, there is a great variety of both, it is sold from \$100 to 5 or \$700 per Peck - The Canton silk especially the inferior quality is coarse, harsh, does not take a dye well & easily cuts when manufactured - To furnish the articles at a lower price than Nankin -



Rankin silk they always mix the two, the chain of the one, the filling of the other, the raw silk being of equal fineness, the value of the manufacture depends on the weight - It is customary to calculate a deduction of two mace in the price, for a deduction of each sale in the weight - It is very desirable to purchase at a low rate, but it may be well to ascertain the weight each person proposes furnishing the article at - Having choosing your goods, and given your orders, a duplicate of both, are preserved to assist you in examining and packing your goods - In purchasing Rankins, I am told, it used to be the practice with the French to examine every piece in their Factory, and pack those selected - This only can be done where there are a number of assistants, and accordingly is not undertaken by the Americans - You are furnished with a Muster roll of 10 <sup>lb</sup> from each chop, which is taken with you to the pack House; you then indiscriminately take from the parcel as many rolls, as you please and if on comparison the Quality nearly resemble the muster, it is pronounced the parcel corresponds with the sample - Copia and many other articles are put up on the same principle, all Teas except Bohea, are packed in the country and then brought down marked in separate parcels or chops - What constitutes a chop, I have never been able to learn, some say it is the produce of a plantation each Farmer making his own Tea; others that the planters do not cure the Tea; but pick and carry it to the village in its green state, where it is exposed to sale in the market and purchased by persons whose profession it is to select and dry it & that the chops are selections of individuals under their marks; be it as it may it is taken for granted that the teas that are of the same chop are of the same Quality - you are furnished with samples of each Chop, which if you approve of you weigh and mark - Many complaints have been made of Teas not answering muster - This however I believe seldom occurs, dealing with a man of Character - The Coolys and Boatmen often play tricks & you should not be surprised if in a Carg a chest or two prove chaff - Young Hyson is now no more than some inferior broken down - Pay no regard to the term chops in your purchases you seldom finding two chest alike - Bohea Tea is the produce of the neighborhood of Canton and like some of the other black Teas is not rolled - It is brought to market in its green state, in large baskets containing a peck; These are arranged in large Ovens, in Piles about 5 or 6 feet high, (the centre pots of ignited ignited) Charcoal are placed & the fire kept up three days and nights - at the expiration of the three day the fires are extinguished, & the Tea permitted to cool the same length of time -

The weather should not be too hot when you attempt curing of it - The Effluences of the port are very heavy, many of them being pernicious are not increased by the length of your stay -

They are as follows -

Cumshaw for permission to enter 1950. Tals - The measurement of the ship is calculated by multiplying the tenth part product of the length & breadth of the rate - viz - supposed length - - - - - coverts Points 70 " 5 25 " 2

There are three ratios paying in proportion viz =  
= 1<sup>st</sup> Rate measuring over 15 1/2 coverts pay. 7 m. 4. 1. 8  
2 Rate - - - - - 15 1/2 coverts 10. 120. 6. 8 " 4. 0  
3 " - - - - - 120 " 8 under 4. 1. 7. 8 " 8 Tals 13 25. " 0 " 8 " 9

EXAMPLE.

Supposing a ship should measure 51 coverts in length and 18 in breadth (which would come under the denomination of 2<sup>d</sup> rate -

length 51 coverts  
breadth 18 "  
408  
51  
91.8 a 3. m. c. c.  
4. 7. 8. 8  
73 4 4  
73 4 4  
62 2 6  
3672

all chinese calculations are done by decimals: In measuring a ship for Tonnage duty the chinese measure from the fore to the Mizzen Mast -

Cumshaw to ships Comprodore, if you have not a greater many men \$200 =

1/3. 2. 39. 5. 3. 8. 4. 1. 72 candarian to the doll. This rascal in all probability will refuse furnishing your ship, if she is small under \$300 -  
10. 1. 4. 8. 5. 1. 2. 8. } on the other hand if you have 70 or 80 men, you may procure one without cumshaw = Pilotage inwards \$50 -  
2. 4. 1. 1. 8. 8  
\$ - 510. 47.

you are obliged to furnish your Pilot at Macao with \$15. advance to pay for his chop; & he will endeavour to get from you as much as he can, under pretence of hiring sampans to place on the Bars for boys -

The Americans used to resist this charge as totally unnecessary, but now I believe it is necessary to pay \$4 - for that purpose - Pilotage outward \$50. Cumshaw to linguist \$215. Our ship (the Congress) paid 50 \$ Pilotage up to Lintin - The hire of Chop boats and the fees for permission in carrying down Cargo to Merchant ships are paid by persons selling, they deliver the cargo on board, and are responsible for all accidents untill received by you, but you must pay your linguist the expenses in bringing up the specie or Goods - Money is generally brought up in ships boats, well armed to prevent attacks. on the river - The expense of each boat is \$3. 50 - The expense of a Chinese Chop Boat is - Tals. 15. 7. 6. - Factory rent for season from 500 to 1000 \$ and up wards - There are a number of small exaction annually increasing,

The House Comprodore now tells you that he pays a cumshaw, you must make up to him, & that if you don't pay him \$100 - he must cheat you the more - The outside Mandarines boldly demand \$19 - it is customary to cumshaw your security Merchants, Head Cooks

8 or 10 dollars - and your factory Merchants as much more -

Furniture for the Factory is provided by your Comprodore, who on your departure, takes at half price for hire; it would be well for you in the first instance to take a list of all articles, otherwise this Honest fellow will just previous to your departure make considerable additions to your stock - The expenses of your Furniture may be from 150 to 200 \$, The provisions say \$200 per month - Advance pay to the crew of a ship of 350 Tons and 80 men, on a residence of three months will amount to \$7500 =



Coins - The only money coined in China is a small piece of base metal called Cash -

10 Cash make one Candareen - 10 Candareen - one mace - 10 mace one Tael - The Tael is of two descriptions; with your Hong Merchant in your purchases in Taels & with the government you pay at 42 Candareens the dollar, with others except in Taels you pay at 45 -

Aroundup is

Weights - 10 Cash make a Candareen  
10 Candareen, a mace  
10 Mace - a Tael  
10 Tael - a Catty  
100 Catties a Peck 133 1/2 lbs

in Weighing. Silver  $7^m 9.5$  is the standard for a Spanish dollar - Opium I believe is usually sold for dollars at  $7^m 5$  - unless understood to the contrary - On receiving dollars it is usual to employ a Shroff (one whose business it is to examine and weigh money) if you cannot do as the residents do and trust your own servants or Confidants; but I would advise if it is ultimately to go to a Hong Merchant, the sending for one of his persons and let him receive it on your account - You thus get rid of bad dollars & loss in weight, I presume you would not deal with one to whom you would decline making an advance -

Measure of Length -

10 Cash make a Candareen  
10 Candareen, a Punto  
10 Puntos a Coud, or 14 1/2 inches

English -

Quick Silver is sold for so much the Peck, demanding bargain money sufficient to secure you say \$1500 in 5 or 7000 - for sometimes when the article has fallen - the purchaser will forfeit his deposit rather than comply with his bargain - Agree with the purchaser to bring his deposit in 15 minutes or half an hour, or it is no sale - The purchaser on his part will require a fixed time (perhaps 48 hours) for the article to be brought up from Whampoa and be in Canton - as the article greatly fluctuates almost daily according to the demand from the province of Quang Si and others where it is used - Have it brought to your Factory where the purchaser will attend with all the necessary utensils for starting and weighing it - Quick Silver is sometimes packed in leather bags and Canister Pots but into small kegs, three or four of said kegs put in a case - when you have weighed it and taxed it and agreed to the net weight you should demand your money for it; ere you let it leave the Factory - as it may occasion you trouble should you allow the purchaser to take it before you have weighed it and agreed to the exact weight -

## Copper

Bengal is a better market than Canton for this article - you will rarely get a profit on it here - The Copper of two ships at Canton in 1816 was sold to a Bengal Merchant for \$24 per piece and was shipped in a Country Ship for Calcutta.

## Ginseng

Is a very precarious article some seasons it is low as 50 \$ per Piece you cannot calculate on any fixed price, it depends entirely on the market this season (1819) it was extraordinary high - clearing 100 \$ per Cent -

\$	cts.	lbs. entitled to	Tons	feet	1000	100	100	100	Remarks - & c.																												
1000	"	"	"	2	5	"	"	"	Freight payable at the rate of 12 1/2 per cent is entitled for every 1000 dolls to occupy 2 1/8 tons & 1/8 of a ton and so in proportion for a greater or less sum -																												
900	"	"	"	1	36	50	"	"																													
800	"	"	"	1	28	"	"	"																													
700	"	"	"	1	10	50	"	"																													
600	"	"	"	1	11	"	"	"																													
500	"	"	"	1	2	50	"	"	Freight payable at the rate of 5 1/2 per cent is entitled for every 1000 dolls to occupy 1 7/8 tons and one sixteenth of a ton and so in proportion for a greater or less sum -																												
400	"	"	"	"	34	"	"	"																													
300	"	"	"	"	25	50	"	"																													
200	"	"	"	"	17	"	"	"																													
100	"	"	"	"	8	50	"	"																													
90	"	"	"	"	7	65	"	"	<u>Example.</u> To find how much freight \$2225 will occupy 2 1/8 tons pr. \$1000																												
80	"	"	"	"	5	80	"	"																													
70	"	"	"	"	5	95	"	"																													
60	"	"	"	"	5	10	"	"																													
50	"	"	"	"	4	25	"	"																													
40	"	"	"	"	3	40	"	"	<table> <tr> <td>\$1000</td> <td>-</td> <td>3. 6 1/2</td> <td>100</td> </tr> <tr> <td>1000</td> <td>-</td> <td>2. 5</td> <td>"</td> </tr> <tr> <td>200</td> <td>-</td> <td>2. 5</td> <td>"</td> </tr> <tr> <td>20</td> <td>-</td> <td>17</td> <td>"</td> </tr> <tr> <td>5</td> <td>-</td> <td>1</td> <td>70</td> </tr> <tr> <td>\$2225</td> <td>-</td> <td>42 50</td> <td></td> </tr> <tr> <td></td> <td></td> <td>4. 29</td> <td>12. 50</td> </tr> </table>	\$1000	-	3. 6 1/2	100	1000	-	2. 5	"	200	-	2. 5	"	20	-	17	"	5	-	1	70	\$2225	-	42 50				4. 29	12. 50
\$1000	-	3. 6 1/2	100																																		
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200	-	2. 5	"																																		
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5	-	1	70																																		
\$2225	-	42 50																																			
		4. 29	12. 50																																		
30	"	"	"	"	2	55	"	"																													
20	"	"	"	"	1	70	"	"																													
10	"	"	"	"	"	85	"	"																													
5	"	"	"	"	"	42 50	"	"																													
4	"	"	"	"	"	34	"	"	<u>Rule.</u> after deducting the charges multiply the remainder by 100 and divide by 103 & the product will be the sum to be invested for the consignee on which sum change a commission of 3 per cent.																												
3	"	"	"	"	"	25 50	"	"																													
2	"	"	"	"	"	17	"	"																													
1	"	"	"	"	"	8 50	"	"																													
50	"	"	"	"	"	4 25	"	"																													
40	"	"	"	"	"	3 40	"	"	and so on in proportion for freight calculated at 1 1/8 tons take one half of the above -  The manner of deducting a Supercargo's commissions at Canton (pay 3 1/2 per cent.)																												
30	"	"	"	"	"	2 55	"	"																													
20	"	"	"	"	"	1 70	"	"																													
10	"	"	"	"	"	85	"	"																													
5	"	"	"	"	"	42 50	"	"																													
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2	"	"	"	"	"	17	"	"																													
1	"	"	"	"	"	8 50	"	"																													
50	"	"	"	"	"	4 25	"	"																													

Table of Estimate of Freight occupying 2 1/8 tons per 1000 dolls to a cent -

say funds amounting to 2293 \$ = 54 cts

Proof - 2224 - 60 Investment  
66 - 74 Commission  
2 - 20 Cert & c.  
\$2293 - 54 Funds as in Example

To find the solid dimensions of a package.

Rule.  
Multiply the dimensions into one another, if there be inches, & divide by 1728 the number of inches in a square foot -

Example - a box measuring 2 feet 7 inches long 11 inches broad and 13 - deep -

2293 - 54 Funds  
deduct - 2 - 20 Consular cert & tea papers  
103 2291 - 34 (2224 - 60 to be invested  
206  
231  
206  
253  
206  
474  
412  
620  
618  
20

27  
31 inches  
11  
341  
13  
1023  
341  
4433

inches  
1728  
4433 (2.56/100  
3456  
97700 (56  
8640  
11550  
10568  
992



# Proforma of a Silk Invoice from Canton.

Invoice of Silks shipped by - on board the American  
 Ship, Master bound for - for account and  
 risk of - a native citizen of the United States of America,  
 residing in - and to him consigned

Numbers & numbers.									\$	Cts.
1 a 48	48	Boxes ea.	25 <sup>100</sup>	1200 <sup>20</sup>	Canton Crapes, apts 18 yds.	a	87 = 10	8880		
49 " 58	10	"	50	500	navy blue sewing silks					
59 " 68	10	"	50	500	cloth colours					
69 " 70	2	"	50	100	white					
76 " 72	2	"	50	100	cranken					
73 " 74	2	"	50	100	gray green					
75 " 84	10	"	50	500	High Colors					
	35	Boxes	550	1800	Pack in 1/2 lb. bundles 25 <sup>100</sup> to 1 lb. a. 4. 25.			75 50		
85 " 94	10	"	50	500	Blk. sewing silk, nhl. as above		3. 82	19 10		
95 " 96	2	"	75	150	Damask shawls. 600 Craps - 4/11		1. 83	274 50		
97 " 102	5	"	75	450	" " 20		3. 50	1520		
103 " 104	2	"	75	150	White craps shawls satin bands 7/11		3. 50	540		
105 " 106	2	"	50	100	Embroidered		7/4 " 8. 75	875		
107 " 112	5	"	75	450	Damasked. col. craps shawls long 3 3/4		2. 10	945		
113 " 116	4	"	25	100	Bird eye Hk. 1/2 fine, twill 3/4		9. 50	950		
117 " 125	9	"	25	225	" " " 1/2		7/8 " 8.	1800		
126 " 129	4	"	25	100	Black silk		4/4 " 6. 50	650		
130 " 147	18	"	25	450	" " "		7/8 " 4. 50	2025		

## Directions for the Mocha Trade.

"We arrived at Mocha in December and were obliged to wait six months for our turn, owing to a number of ships being there before us, and at that time the disturbances were so great with the tribes in the interior, that it was very difficult to procure Coffee, and that only in small quantities. These disturbances I believe are frequent; & the mismanagement of the rolling the Caravans; render it at such times scarce -

There is no regular way to get Coffee here as the new never comes to market, and they always keep their stores stocked, when it is possible to get it in. The business here is all done through an agent, who charges 2% per cent. and you cannot purchase from any other, as he has the exclusive privilege. his name was Cid Hammit.

I would advise you not to appear too anxious when you first arrive; & when it comes to your turn to be supplied, bid your agent under a penalty, to load you with Coffee at a certain price in a limited time; and that if pebbles are found in it, you shall have the liberty of rejecting -

He brings the Coffee off to the ships (which lay about 2 miles from shore) in their own boats in canisters; from 50 to 100 at a time, containing each 305 lbs.

As the agent will be very dilatory in furnishing you with your Coffee, a small present such as a double barrelled Gun, or a broad sword, will have greater influence with him - You must be very cautious that they do not put pebbles among the Coffee; if they do you can make them clear it, as the quality is always the same - The agent will try to force Guns, on you, but you need not take them, without you see fit. - Salt-petre and a great many Guns are to be procured here.

It is necessary to pay some respect to the Governor, by calling on him, I found no other coin would answer here, but Imperial Crowns, and Spanish Dollars. the Crowns are preferred as the Spanish dollar varies in value -

# Lintin November - 1819 -

From the 19<sup>th</sup> of November to December. Still lying at an old anchorage of the Island of Lintin. Several ships pass'd us homeward bound. Superior & Huntress - 2 English. Company ships also pass'd us - One American ship from Philadelphia. (Cherathra) - & two others one from the Coast of Sumatra. the other from Gibraltar. The weather for the last 12 days has been very fine - Our ships Company, generally in good health. the sick list has stood at 39 & 40 -

December - 1<sup>st</sup> to 7<sup>th</sup>.  
 Hazy weather the wind from the N<sup>W</sup> & E<sup>W</sup> Crew employed in overhauling the rigging. 2<sup>nd</sup> H.C.S. Bridgewater from London via St. Helena & Penang. Anchored near us. - 3<sup>rd</sup> Three men of war Junks anchored in shore of us & sent a linguist on board - Received this week a quantity of Supplies by our Friends the Smugglers - This week took a number of Lunars. some of which I shall insert - 7<sup>th</sup> the Brig. Vancouver. (Yankee Captain) bound to New York - came too near us received from her 26 tuns of Beef. 15 tuns of Pork. and a quantity of Lignum vitae -

At 9-30-A.M. I observed the distance of O & D. 120° 5'. O alt. 32° 51'. D. 17-1 from which I deduce the longitude by Elford's method.

Dist -	120° 5' 00"
	18' 18"
	141 52
app Dist.	120° 35' 8"
Ball's Correc	+ 3 29
1 <sup>st</sup> Correc Dist.	120° 39' 37"
2 <sup>nd</sup> Correction	- 40 34
True Dist.	119° 56' 3"

Sine app Dist.	9.9345
O alt. 32° 51'	0.26541
Hor Bar 54.9	0.5217
54.10"	= 72.17
9' 24"	
40.34	

Sine app Dist.	0.2272
D alt. 17-1 Co Sec	0.5336
Hor Bar 54.9	52.17
9' 24"	= 1.2825

O alt. 32° 51' 00"	
Lat 22 22 " Sec	0.03397
Pol Dis. 112 31' 59" Co Sec	0.03449
1/2 167 44 59	
83 - 52.29 Co Sine	9.02816
32 51	
51. 1.29 Sine	9.89065
1/2 18.98727	
9.48563 = 9	h m s
	34 45.

Dist N.A.	120° 49' 36"
	119° 28' 46"
	1° 20' 50" = 31.77
	120° 49' 36"
	119° 56' 3"
	53.33 = 52.65
	1° 59' 15" = 17.88
	9 34 45
	7 35 30 = Long. 113° 52' 30"

7<sup>th</sup> November 7<sup>th</sup> 1819 -

Moderate breezes from the South<sup>W</sup> and Eastward, clear & pleasant set up the main rigging - Received 2 Bullocks, midnight. Strong breezes from S<sup>W</sup> & E<sup>W</sup> with flying clouds - 32 sick. Meridian pleasant.

Thursday 9<sup>th</sup>

Pleasant breezes from the N<sup>W</sup> & Westward, Boarded an English Brig bound to Botany Bay - Received a supply of Bullocks and vegetables - employed about the rigging - 30 sick.

Friday 10<sup>th</sup> up to Tuesday 21<sup>st</sup>

10<sup>th</sup> Moderate breezes from N<sup>W</sup> & Eastward, pleasant weather. Swayed aloft fore yard & 1st main stay up - hoisted main topmast & rose pendant - Received a load of goods by a Chinese Boat amounting 1000 lbs. -

11<sup>th</sup> Pleasant some Mandarines from the war Junks, visited the ship - eleven of our officers left the ship for Canton. The A. ship Patnamac. Capt. Down 19 days from - Manila, anchored under the western shore -

12<sup>th</sup> A Commodore came on board - daylight H.C. ship Investigator. Capt. Crawford, came too off the North point of Lintin - At 11 mustered the ships Company -

13<sup>th</sup> pleasant - Sick. 33.

14<sup>th</sup> " " The Commodore's Boat brought a supply of Beef & vegetables - Two ships pass'd standing down. The Investigator stood towards Macao -

15<sup>th</sup> Pleasant, winds from the N<sup>W</sup> & West<sup>W</sup> employed in getting the rigging over the mast head -

up to the 21<sup>st</sup> Fresh breezes and rainy weather. - 7 officers returned from Canton. The Hon. And from Whampoa, bound to Europe, anchored near us - Our Capt. returned from Canton in her -





off the Island of Lintin 1820

Saturday January 11<sup>th</sup> 1820 =

Light winds from the N<sup>W</sup> & W<sup>W</sup> received 90 bamboo brooms from Lintin. And a Chep Boat from Canton, brought Sugar, Rum, Molasses, Yams, Vinegar, &c for the Ship.

Sunday 12<sup>th</sup>

Weather pleasant. Wind fresh from S<sup>W</sup> & E<sup>W</sup> received a Pilot on board, for Manilla. Unmanned Ship. Carpenters employed caulking the Air Ports. Sick 39.

Monday 13<sup>th</sup>

Very pleasant weather. The wind from the S<sup>W</sup> & E<sup>W</sup> beat all the stay sails. At 11 cast's all hands to witness the Punishment of Jas. Rapier, Jno. Miller, & Mr. ~~disobedient~~ for various offences.

Water on board 30 to 50 Gall.  
Sick 38.

Ship draws { aft - 21' 10"  
                  { forward 20' 5"  
                                  1' 5" diff.

Tuesday 14<sup>th</sup>

Commenced with fresh breezes from N<sup>W</sup> & E<sup>W</sup> cloudy weather. at 8 P.M. the American Ship's Caledonia, Capt. Doral & China packet, Capt. Hewett Anchored near us. The masts returned in the former. This evening the Congress Theatre was again opened with a Secular Romance; & farce. five hours at Brighton. The above Captains attended with their Officers.

Received Pt Caledonia six thousands. & various other articles. Sick 37.

Wednesday 15<sup>th</sup> to Wednesday 12<sup>th</sup>

5<sup>th</sup> at 5-30 P.M. Moderate breezes from the South<sup>W</sup> & E<sup>W</sup>. The A. Ship's Caledonia, China Packet, & the Clothier Capt. Philips (our Old Pilot through the China Seas) closed down the River bound to the N.E.

up to the 11<sup>th</sup> nothing of any import - but occasional rain.

12<sup>th</sup>

Wind from the N<sup>W</sup> 9-45 A.M. Weigh'd Anchor. & stood down the passage between Macao & Lintin. Wind N<sup>W</sup> 1/2 E. at 11:45 The Hooks of the M<sup>1</sup> & 2<sup>nd</sup> gave way; the yard came down by the run, struck our China Pilot on the nose. which being tougher than the block. it rebounded with out marring - At Meridian Lintin Peak bore N<sup>W</sup> 1/2 E. Chung-Chou S<sup>W</sup> by S. & the South West point of Lantau S.E. Lat Obs. 22° 11' N.

Thursday 13<sup>th</sup>

Weather pleasant. at 4 P.M. Linting bore N. N. E. Ichow S. & N. by Ky-Pong. S.S.W. at 5-30 the Alps Cars bore W<sup>1</sup> 1/2 N. & the East end of Grand Lint N. N. E. during the night fresh breezes. 12-24 A.M. Latitude by Mars. 20.55 N.

Friday 14<sup>th</sup> to Saturday 15<sup>th</sup>

Thought the first 24 hours fresh breezes and cloudy. Manilla bore yesterday at 12 o'clock. S 40° E dist 440. & to day at 12 S 41° E dist. 263.

5<sup>th</sup> weather the same. carried away the stop of the dead eye of the third stoward lumbered fore rigging. & forward. Back stay stop on the same side.

At 5-40 made land bearing S.E. a sail on the weather bow. 6-45 Island. Capones bore S.E. 1/2 E. - at 10.30 Geo. Andrews seaman fell over board & was drowned - Meridian Isle Capones bore S.E. 1/2 S. the sisters N.E. by E 1/2 E. - A Current to the Northward of 141. bearing S<sup>W</sup> 1/2 E. to Manilla S 42° E - 81 miles - Long. Ch. 119° 53' E.

Sunday 16<sup>th</sup>

Moderate and pleasant. At 3 P.M. Island Capones bore N<sup>W</sup> 1/2 N at 5 sounded in 44 fathoms muddy bottom - Subeck pt bore N by E. at 7 1/2 bottom with 70 fathoms & no bottom 120 fathoms - At 9-47 lat by 2<sup>nd</sup> A Columbae. 15° 7' N. at 10 by Sirius 15° 2' N. at 11.43 by Porcyon 15° 00' N. at midnight land bore East at day light made sail. Subeck pt. bore N.E. by N. & Goat Island South.

Meridian nearly calm. endeavouring to beat in. The Corregidor bearing S.E. 1/2 S. Island Lintin South. Lat. Obs. 14° 24' N. Sick 35.

17<sup>th</sup>

At Lintin bore S by W & Corregidor E by N. - endeavouring to beat up the South passage with a moderate breeze from S.W. - soundings from 25 to 28 fathoms mud & light sand - 5-40 an officer from the Shore boarded us & brought a Pilot. at 6 came too with the Starboard Bower in 28 fathoms. soft mud. East Pt of Pulicavalls bearing N 1/2 E. West Pt of Corregidor N by W. - Montu N. N. W. 1/2 W. & the Trail Rock S by E. 1/2 E. Sent down Royal yards during the night fresh breezes from off the land - Daylight fresh breezes from the N. N. E. - The western end of this Island is 35 miles from Manilla.



# Manilla.

Thursday 20th Wind fresh from S by N. & cloudy 2:30 weighed & made sail intent  
 = going to work up for Manilla. but finding the wind too fresh gave up  
 our design & came to an anchor in 27 fathoms soft bottom. East Point of  
 Bulacan bearing N. N. E. West Pt. of Corregidor N. W. by W. 3 mile Road  
 S. S. E. & Monka W. N. W. 1/4 W. At 10-15 A. M. the wind N. & E got moderating  
 once more to work up - At meridian the wind moderate from the  
 N. E. by N. S. 33.

Wind from the N. & E. beating into the Harbour. at 8 P. M. came  
 too in 17 1/2 fathoms soft bottom. 6 A. M. weighed with a  
 light breeze & stood for Manilla, it bearing N. E. by E dist 5 miles.  
 20th Pleasant. at 1 P. M. came too in 5 1/2 fathoms light blue mud  
 argat bore N. by W 3/4 W. - stealer at Manilla S. W. E. Light house  
 N. E. 1/4 N. & Cavita S. by W. 1/4 W. At 9 A. M. fired a salute of 21 guns  
 which was returned with the same number from the shore - At 10 =  
 shifted our birth 2 1/2 miles off the shore. Moved ship in 5 1/2 faths  
 25 - on each cable. - Stealer at Manilla bearing N. E. by E 3/4 E. Light  
 = House N. E. by N. Argat N. by W 3/4 W. & Cavita S. S. W. -  
 Found the following American Ships in this Port. America, Citizen, &  
 New York. Aurora, Briggs Jane of Salem, Dis & Brig Nauticus of -  
 Boston.

The weather Pleasant. Took our Mizen Mast out & sent it to Cavita  
 Strip'd the Fore Mast & over hauled the Rigging -  
 25th the two American Brigs left the Port. in company.

21st 4.5 P. M. the distance between Saturn & the Moon was measured.

Longitude		Latitude			
2. 24. 10. 4		- 2. 59. 57		h m	
3. 0. 18. 20	+ 5. 8. 15	- 5. 3. 40	+ 3. 43	7. 46. 9	
3. 5. 24. 24	+ 5. 5. 4	- 5. 3. 52	12. 3. 4	8. 3. 52	
3. 12. 28. 30	5. 1. 1	- 5. 0. 35	+ 15. 27	Red time 23. 12. 17	
Crust Arg -	5. 36. 452	5. 36. 452	25. 19"	2. 12. 50	
11. 42. 17 = 42. 107"	4. 52. 455	4. 52. 455	18	2. 11. 40. 1	
5. 5. 4	21954	12. 1. 079 18	25. 37 Aux Arg.	26	
+ 5. 57. 2	21423 = 4. 33. 087	157. 1. 06835		2. 11. 14. 1	
5. 0. 18. 20	1. 5 - A 25	5. 3. 40		54. 48	
5. 5. 15. 24. 5	30. 5	5. 3. 57. 3	20. 5 - B 3' 30"	10. 7	
30 On Alt. 57. 50. 11		5. 26. 19		2. 11. 37. 3	
R. " 21. 5. 46		11. 26. 51 + 32' + 4		14. 57. 1	
78. 50. 57 N. 1. 10754		11. 27. 27 + 36 + 3		2. 9	
57. 53		11. 28. 0 + 39 + 3. 30		2. 50. 1	
28. 9		5. 06. 349			
20		7. 57. 28. 28648. 4. 45709			
80. 22. 59 N. 2. 84237		36. 2160 3. 33445			
99. 47. - N. 3. 67692		+ 11. 56. 7162 2. 85503			
99. 22. - N. 4. 62782		11. 26. 51. 0			
6.		23. 5. - B 3' 30"			
21		11. 27. 2. 32. 5. R. 20"			
		26. - Ab.			
True Dist 99. 22. 27		11. 27. 2. 6. 5 R. Long.			
2. 11. 14	0. 000 32	3. 9. 13. 15.			
5. 3. 51	0. 001 70	3. 6. 15. 21. 5. 3 J. Long.			
106. 37. 32		3. 0. 18. 20. = 21764. 5. 65829			
53. 18. 46	9. 904 12	5. 57. 1. 5 = 2421 4. 33084 17 -			
99. 22. 27	9. 857 39	R. m. 3. 42132 4. 62261 3. 5 -			
416 3 41	9. 763 53	11. 42. 12			
2. 11. 15		3. 5			
		11. 42. 9. 5. 3. 3. 3.			
		7. 46. 9			
		8. 4. 0. 5 = 121. 0' E Ship's Long.			

# Manilla Feb 20

Jan 29<sup>th</sup> Moderate breezes from the Eastward. Crew employed at the rigging & a survey over the Mizen Mast & condemned it.

Pointed the Fore Top gallant mast - Light air from the N<sup>W</sup> & E<sup>W</sup>. sprinkling rain 30<sup>th</sup> up to 1<sup>st</sup>  
1<sup>st</sup> Sultry weather. Rain at intervals - Sick List 31 -

2<sup>nd</sup> Cloudy weather. Light air from the Eastward. cleared Hawsen -  
3<sup>rd</sup> Triceda fore top gallant mast & stayed the Fore mast - A large French Ship anchored in the Roads -

4<sup>th</sup> Wind from the Eastward Bent the Fore & Fore Top sail. at 9. logs in sails to dry.

5<sup>th</sup> Wind from the S<sup>W</sup> & E<sup>W</sup> fresh during the night - at daylight sent the Mizen Cap & Mizen's Trous to Cavite, to be fitted to the New Mast. - Sick 31.  
6<sup>th</sup> Weather the same. The latter day a Spanish Ship Anchored in the Roads - At 9. A.M. Mustered our Ships Company.  
7<sup>th</sup> Permitted sick men to go on shore - sent our two Coopers on shore to work.

8<sup>th</sup> The French Ship in the Roads yesterday Anchored near us - John Antonio, a Colored man deserted from the Ship.

9<sup>th</sup> Weather Pleasant hoisted the Standard air to repair & paint.

10<sup>th</sup> Weather cloudy Received by the 3<sup>rd</sup> Cutter a quantity of Plank & boards from the Old Mizen Mast. at Cavite. One Dead Eye, a chain Plate & a Bolt. Ordered the Fore sail to repair the Clew -

11<sup>th</sup> Light air from the Eastward, clear weather. Received from Cavite 10, one much One Plank & 10 dead Eyes & a set of Mast Boarings in the Rough.  
12<sup>th</sup> Pleasant Read the Rules & Regulations of the U. S. Navy. to the Ships Company, & Mustered them -

Monday, 14<sup>th</sup> Pleasant - Received from the shore 308 Loaves of Bread for the Ships Company - At 12.45. A.M. Patrick O. Roke, Marine, while on Post in the Starboard gangway put a period to his existence by blowing out his Brains with his Musket. He Had sometime before attempted to drown himself -

15<sup>th</sup> Pleasant. Carpenter employed caulking the water ways. sent 15 men to Bark Wood -

16<sup>th</sup> Weather the same, A French Ship arrived 150 days from Nantucket up to 18<sup>th</sup> Pleasant -

19<sup>th</sup> to 29<sup>th</sup>

The weather generally pleasant. The 20<sup>th</sup> Majors, daughter, Follart, Willson, Colson, Loomis, Bainbridge, & myself, left the Ship to visit Laguna. Returned on the 29<sup>th</sup> which day the Governor of Manilla & suit with a number of Ladies, visited the Ship. Manned the yards & fired a Salute of 15 guns.

From 1<sup>st</sup> of March up to the 12<sup>th</sup>

1<sup>st</sup> Two French Corvettes. on an exploring Cruise, Came from Cavite & anchored out side us - 2<sup>nd</sup> Received 10,980 lbs of Bread -

The 3<sup>rd</sup> Launch brought on board all our Powder from the Spanish Arsenal Returned 43 Bags of the New Bread, as Damaged. 4<sup>th</sup> Received 1500 Gallons of Rum. 5<sup>th</sup> Received 50 Barrels of Beef & Pork. 31 Bags of Sugar & Quantity of Soap - The 7<sup>th</sup> sent John Antonio (a Native of this place) out of the Ship (as a worthless Representative of American Seamen)

The 10<sup>th</sup> During the first of this & last night. Whilst the Wind was from the South<sup>W</sup>, the water was extremely hazy - At 5-30 P.M. Thomas -

Boat Ker Ar Gunner departed this life - 11<sup>th</sup> he was buried -

12<sup>th</sup> A Schooner came in & anchored near us Spanish Colors

13<sup>th</sup> to the 18<sup>th</sup>  
14 Capt Henley removed on board - Crew employed preparing for Sea. 15<sup>th</sup> French Ships of war & one Merchantman went to Sea -  
16<sup>th</sup> removed Ship -



# Manilla

## Passage to the Laguna. & Description of the same.

At the 24<sup>th</sup> of February, 8 of us belonging to this Ship, set out in Company, for the Lake in a large Bancaro. at 11 passed the Bridge which connects the City to its suburbs. & after passing a low country, & number of Bamboo villages, neatly built & pleasant by situation on the Banks of the river. Early we arrived at about of a Small Town (St Ann's) & a reputable at Manilla, for its numerous Bakeries & Good Bread. It stands about 5 miles from Manilla & it is the first Village of Note on the way. It has a large Church which stands in the Centre of the City. After passing St Ann's the Country becomes woody for a short distance & Rocky Hills which afford many excellent Stone Quarries. At 8 in the evening after having gone 15 miles on our passage, we pass'd under a Bamboo Bridge, which crosses the river at the Village of Panbang. here it was proposed to stop for the night. & agreed to. This Village is said to contain 4 thousand inhabitants. the houses are all built of Bamboo with the exception of two & the Church. it has one regular street which commences at the Bridge & runs at right angles with the river. about a Quarter of a mile, & branches off at a Stone Bridge, which crosses another Branch of the river. It has a considerable Market, at least the Church which occupies a large Square. The Natives assemble at this place with their produce which consists partly in Grass Cloth, vegetables &c. & is attended all together by women which have much to recommend them to a stranger. Their form in general accords with any I have hitherto seen. with remarkable fine Black Hair which reaches the Ground. The Church is large & supports a number of indolent Priest whose sole object is to maintain Ignorance, & support Superstition, & that contagious Malady which predominates under Spanish legislation is prevalent throughout its provinces. — (Query) Why are the clergy inimical to legislation? — Because the clergy would be every way Independent of the Magistracy, & in consequence there has been in almost all  <sup>Catholic</sup> Nations two Authorities both Supreme & destructive of each other. for instance we see in all Catholic Countries, that Priest predominate, the result of which is enervation of the mind & degradation of the soul. Spain & Portugal are two distinguished examples. And where the Interest of the Priest change, his Religious Principles change also. Then how can the Natives of these provinces be happy, but in Ignorance. of their "Creator God". which they must advance to support their Authority. They know not their God — they know but his Shadow, though these material Representatives — These Interferers of Revelation change.

## Manilla

their God. as their Insects fluctuates - what ever a Priest says becomes a Law. They change Virtue into Vice at pleasure. It's there it becomes a Religious Law. These Priests form their Religion on Revelations, & declare themselves the Interpreters of that revelation "When any one is the interpreter of a Law he changes it at his pleasure. & it length becomes the Author of it" - It is in the hands of these disposers of Virtue that the Nations have place their Future Happiness - It is in them they believe & not in God. Another proof they have the ascendancy of the Temporal Authority. They screen from punishment the vilest offenders by their Absolutions, which are as common as their Holy Mass. One Priest will clear a common Thief - The sum of 10 \$ will screen a Murderer from the punishment he merits. He is then to pay for such a length of time such a quantity of money sufficient to redeem his Soul from Purgatory - The present indifference manifest in Bishops & Priest about Purgatory makes it suspected that they are not themselves well convinced of the existence of a place they have never seen - Men (or at least am) astonished that a Soul should remain there a longer or shorter time according to the number of Sixpenny pieces that are given to say Masses & that Money should be more usefull in the other world than in this. I make this Digression to show the cause of the ascendancy of the Spiritual over the Temporal. & the present state of the Religion in this Island. I will now advance in the subject of our Tour - After remaining in the Boat all night at the village of Porebang. We proceeded up the River against a strong current passing a number of Bamboos. Huts. & at 10 in the Morning we enter the Lake which is near 15 miles from Manilla. but what surprise (I have now <sup>over</sup> 15 thousand miles) to see Hills & Woods on a large scale - to find a Lake whose waters would fill but our common Ponds. fill'd with muddy water & fish stakes, after pulling 8 or 9 miles along the N.E. side of the Lake & doubling a small point of Land we arrived at the village of <sup>which is small & subject to the same kind of Rules.</sup> it has a large church, which is seen before you double the point - We remained here four or 5 hours to satisfy our wants & needs in every one but our lascivious wants. We find them either through fear of the Priest, or shame of the crime, to chaste to be seduced by Gold - We started towards evening & Rowed as far as the Island called Pap of the Lake, where we anchored under the shore for the night. at daylight started again & pull'd in a S.E. direction across the Lake and arrived at the ends of our labour, after much fatigue & hungry stomachs. The Baths are situated on the shore of a small Bay. Called (Lake Bay) they are to the number of 5. The hottest is much to a small rivulet & empties it self into the Bay. The Temperature of these Baths stood as follows. 98, 102, 104, 105, 112 - 165 to 175. The latter was sufficiently hot to cook an Egg. which article has been our support since leaving Manilla. This place has a small village (Called Banyan) from

Baths.



## Manilla

This village contains about 1000 inhabitants, whose houses & Huts are neat. They appear to be industrious. At 7 in the evening we started, to pull over to the Island and left in the morning & after a tedious pull of 7 hours we landed in a small creek, to shelter from the wind, built a large fire to dry our selves, for we were very wet & drenched - & as for myself hardly broke of this excursion. After spending an uncomfortable night in damp clothes, smoke, wind, & water we started to return home with a wind favorable & arrived at Manilla in the afternoon of the 27<sup>th</sup> having been about 6 days. So ends my first cruise of folly & I hope the last.

### The Productions of Luconia & Description of Manilla

The statement which follows of the productions of Luconia is from one transmitted to the French Minister in 1776. (It produces) Rice, Copper, Iron, Sulphur, Sugar, Drugs, The Tobacco, &c. The one of which is used for dyeing - Cotton of the best quality, Oil of Cocoa in abundance, Wood Oil equally abundant, Oil of sassafras a species of Fruit, Oil of Indigo. And Agave plant production, Ginger, Cham, Pan, Anka Nut in abundance. Cocoa in abundance from the is made a beverage the consumption of which is very great, da Nipe in abundance for the same purpose, The Baro Oyesca, a species of the Cornadon or tender made of the large fungus which grows on trees, Pitch & Turpentine in abundance. Cocoa Nuts, Pepper, Betel highly esteemed by the natives, Cinnamon, of Sambouanga, very good Tortoise shell, Mother of Pearl, & Pearls often of a very fine quality, Deer skins & Buffalo hides, La Balata, both white & black, first & second & third sorts, which forms a considerable part of trade to China - Dried Prawns, likewise Baras Nests, Wax & Honey in abundance. Musk or Algalia Deer, & Ox hides for the trade of China, Fine Ginson dried in the sun for the same purpose - The Cava Tree which produces the St. Ignatius bean or bean of Cathalaiga, Red Campeachy wood first & second sorts, Eagle wood, Ebony, The Narra or Red vine or Ebony, The Tinda, is entirely Red, Sandal wood, not much scented, Fir trees in the mountains of Pangasinan - The Mahoe, not much subject to decay. The Quijo, the Banava for building - The Calambas, or Cedar, The Laguan or Red & White sap tree, The Palo Mansia for small boats, The Mangab, Cheker, for larger boats. Lampates a kind of Graft Manufactured at Taba, and which is in general use in the Philippines & in New Spain. Sail Cloth of Cotton, Manufactured in glocos - Testingues, a kind of checked drapery much worn. The Abaca, a species of Hemp of which cordage is made, The Black Gamuty, used for the same purpose - The Bannote or Loya, applicable in the same way and of which is likewise made a cloth for caulking the Tobacco is excellent - The Corn in the provinces of glocos & Bay. excellent - Rice excellent & in great abundance.

# Manilla

This Island was taken possession of in 1521 by Magellan in the Name of Phillip 2<sup>nd</sup> King of Spain - from which this & the adjacent Islands take their Name. - They extend from 8<sup>th</sup> or 4<sup>th</sup> to 14<sup>th</sup> or 20<sup>th</sup> degrees North. & contain they comprehend a great number of Islands of which little are known - and those on which the Spaniards have established are Longon, Lucania, Minina, Saniguan Bay, the next in point of extent are San Juan, San Pedro, San Juan to the East of San Pedro - Lucania lies to the North East of the rest & is the largest. It is 450 miles in length and about 85 in breadth its Capital is Manilla, which lies in 14<sup>th</sup> 35' N. long 121<sup>st</sup> East. It is very admirably situated for the Trade of China - The Climate is very good. The Town is built in the Bank of a small River of 20 or 30 feet wide which takes its rise in the interior of the Island, It is well fortified & defended by a wall around it 20 or 30 feet thick. The Country around it is well cultivated. That part which is the house of the natives & is fertile. The Inhabitants of Manilla have had such intercourse with the Chinese that they have become a Mixture - The Manillans are of a Southern Complexion large and well made - There are however I have been told by creditable authority - different kinds, some of which I have witnessed in this Island (one race of Muscetes with white hair, another of red hair, and another of a light complexion, the former of these are to be found in the interior) The dress at this place is composed of a kind of linen made of the filaments of the Abaca tree, a species of the Palm, This shirt is very short. & is worn over a large and wide pair of trousers, but their greatest luxury consists in Handkerchiefs with red borders of the finest quality - The English wear a pattern than at headraps especially for this market - The women wear a kind of little shift, which scarcely reaches their Navel with a H.K.H. loosely covering their neck. a white linen cloth encloses the Body & is fastened by a button at the waist, They throw over this a colored stuff manufactured by the inhabitants of Panay, over all is worn a mantle for the most part black, which covers the Body from Head to Feet. Their Hair which is black, and highly beautiful sometimes reaches the ground - they wear embroidered slippers so very small that they only cover the toes - The Houses of the Native Indians of Manilla are constructed of Bauls round with Palm leaves they are erected on pillars from 8 to 10 feet from the ground. & the interior as well as exterior bears the Marks of Cleanliness & industry - This place is subject to Earthquakes & they construct their Houses accordingly. The suburbs of the City lie across the River & is connected by a fine Row Bridge of 5 or 60 or 50 feet each. The Houses are nearly all of Bamboo They have to use every precaution to prevent Fire which would prove destructive to them all, but for the interference of Providence, two days before we sailed a Fire broke out near the Custom house & carried away every thing before it in a V.V. discharge to the Waters edge destroying in 4 hours 3 thousand houses, loss estimated 50 thousand pounds -



Remarks respecting Trade on the Coast of Chile & navigating the  
Coast with some accounts of Education Lima -

But your Captain will be able to give information as regards the  
place etc, but I would advise his going to the West end of the  
Chilense Islands, but not to attempt passing the Straits of Magellan  
and much like those of Magellan. He should endeavour to  
make the best short off to the S.W., he cannot not to go South  
of 50° if he can avoid it, as he looks for his winter land between  
50° & 55° coming in upon the Cape where the current sets  
strongly to the Southwards to near the Islands Diego, Ramirez. Make  
sure of having coaling enough & not to tempt it by his head  
to the South unless the wind is favorable. He should always  
allow for an Ebb of 7 to 10 miles daily, for as many days as  
he may be South of Staten Land - do not see the Land of  
Cape Victory, nor any to the North. The wind blows strongly on  
there and you may get Embayed on a least little  
ground -

If your Object is to get Copper you may find it convenient  
to stop in Chile where you may buy it from 7 to 8 Soles -  
At Lima it will always stand you in 12 or 13 \$ - At Arica  
you may get Tin at 13 & 14 \$ which would cost 17 or 18 \$  
at Lima - Should the country be quiet you will sell  
well at Arica - About Potosi & La Paz - the Markets at La  
Paz and its Neighborhood as well as Arequipa are generally  
supplied from Arica. But I know not if you would find it  
advisable to touch except at Callao to have your permission  
renewed - But should you go to Arica you might receive  
then the yellow Bank in Balles which comes from La Paz and  
is known by the name of Solisaga. The Balles are 150 lbs Spanish  
covered with Hides. This Bank at Arica if good should not  
stand you in more than 3 or 4 or 37 cents the lb. - I have once  
bought it for 30¢ it is what is called in England. Strong  
yellow and as regards its medicinal qualities is best, as it  
holds the largest portion of Bismuth - Pure Silver or Pina as  
it is called at Arica may be bought. You will remember it is  
contraband to export it, but should you wish to purchase, take  
care to have the Pines or lumps well roasted to expell the Quick  
Silver; & then I do not think you could give more than 7 or 8 \$  
for the Mark of 8 oz. if more it would be best to take Bars  
or Ingots which have been melted. At the things I best -  
Bought and sold as they have a great value according to the  
Standard marked on them, in purchasing you will find it to your  
advantage to take in preference the low Standards & have them again  
refined in Lima where some times you gain from 20 deniers to  
25 or 28. There is a way of calculating this so as to know the value  
by the aid of some fixed numbers -  
Should you go straight down to Lima. You need not make  
the land, before you get down to the Islands of Sam -

Gallen., near Pisco, where you can shape a course to strike the  
Island of San Lorenzo or St. de Ponso off Callao. be careful  
not to shape your course too much off else in a fog you might  
be swept to the North of Callao, and be long in getting up.  
You may run close along the Back of the Island & keep close in  
the Bay, but taking care not to get too near in between the  
Island & point of Callao on account of a small Shoal. Then for  
the Outer part and you will go safe - Off the Island on doubling  
you have sometimes strong gusts until you pass it -  
Let your Ship be well provided with Spars, such as top masts  
and light Spars, Boardage, Tar, pitch, Pitch does not always  
give a grant for it, but Tar always does - & the other articles are  
at all times dear at Callao.

On arriving you present your letters to the Captain of the  
Port (if you have any to him) Don Fernando Camarero, who  
I have no doubt on its receipt will show the Ship every attention  
and serve you on all occasions. It is important that the Capt.  
stands well with the Captain of the Port. The person I refer to is  
a very good hearted obliging man but much governed by  
his wife, who of course must be attended to - It would be well  
to supply her with some little things of store, such as butter,  
& cheese, sugar, Perry, &c. in small portions, a little peach -  
Brandy, would be much prized, and thus by means of small  
donations of little value, the parties are kept in continual  
acquaintance, and serve with alacrity. On this score something large  
should be carried, a few French watches, to give away, and a  
few low priced English ones with loops, bands which a few  
low priced finger rings of real brilliants - Donations of  
this kind are better than clothing - They remain by the parties  
and you are consequently always remembered, and always  
favored. On arrival at Callao, the Capt & Supercargo  
can treat every one with great politeness, but rather distant until they  
know who are the leading men, such as the Captain of the Port, the  
Deputy Collector of Callao and head collector at Lima, the Comendant  
(as he is called) of Marine or Port Admiral - Don Jose Pasqual de Rivera.

The only two persons I should recommend your doing business with, are  
Don Pedro Abadía & Don Jose Arismendi his partner, if in Lima - Don  
Joaguin Maria Ferrer would be the next, but should Mr. Abadía be absent  
from the country, perhaps it might be a question whether it would be more  
convenient with your Supercargo to do their business with Arismendi or Ferrer,  
all three are men of property and most capable of doing business in Lima.

Mr. Abadías was and is still, perhaps Director of the Philippine Company  
at Lima. It has been reported that another Director has been named but I do  
not consider this any disadvantage, as affairs of the Company naturally take  
much of his time - Abadía was the confidential friend of Albasca during  
his viceroyship, and at present must have great influence with the Vice-  
roy - nearly as position. General Peralta, who acts pro tempore, and to  
my certain knowledge, was named & is supported by Abadías  
Brother.



Colon. Genl. Javier Albadia who is Inspector of Indies in Spain, is a very obscure man and is rapidly rising in influence and power. I should not be surprised to hear of him as Minister of the Indies. Mr. Albadia is a man of good feeling and is strongly disposed to serve all who apply to him for assistance. It would be best to treat him as a friend rather than as a Merchant. Pay him any little attention possible and let them appear to spring from affection rather than respect. Let him be furnished with little things of Toys and liquors, Salt Fish, and those things that may be scarce and rare in Lima. Let the little attentions be continued at intervals so as to keep alive his feelings and stimulate him to equal if not to important attentions. I should wish you to write him and to say that I have spoken very highly of him as a Merchant and a Friend to the Americans.

Do not let our differences with Spain be touched on, but in a tone of respect, but as regards England your Agents may speak loud and unanimously. With Albadia, Ferrer, & all the old Spaniards, they will find on this point cordial cooperation, & need not be afraid to speak as boldly before the Croles. At the while at Lima I took such measures to secure me against the inveteracy of the English during war and made use of them with the Government to impose respect, yet I did not fail to maintain them with all classes & succeeded in making the Croles distrust the Old Spaniards hate them. The latter I could not bring into perfect cordiality with us except as Enemies of Great Britain - on account of the fear they felt of your influence & interference in the colonies, but I was able to widen the breach between them and the English and to make the latter bear their part of the strain. Your instructions will enable your Agents to address themselves to those feelings, the only ones in which the American & the Old Spaniard can sympathize in the colonies, with the Croles, they may be numerous and you should appear to recognize them as such - Call them Countrymen and condole with them as respects their Mother Country. Taking care not to advance any decided Cause, but appear rather to listen and assent to their complaints - In Lima if the Royal Government continue, you will appear to visit principally the Old Spaniards. The Croles could be seen by night, or you could show marked civilities when they visited on board. Should Mr. Albadia be absent, your Agent may feel at a loss whether to select Mr. Wisnenski or Mr. Ferrer. The former is a man of business and very active in the dispatch of it. The latter is a Merchant & more polished in his manners, of more extensive information & besides speaks tolerable English, before selecting either of these, however I should recommend that your agent should call on a Mr. Gambini (Interpreter of Marine) & the latter speaks some English. With the latter I send to him, enquiring could he inform how Wisnenski & Ferrer stand & should there be any danger as respects their credit, I have no doubt Gambini would advise them - besides him they could

Call on a Brother of the name of Don Manuel Perez de Fajana  
an intimate friend of mine and one of the best lawyers in Lima  
they would probably find it convenient to employ him in the proce-  
dure or attempt to recover the warrens money, and he could "speak  
Spanish" give you some idea of the situation of the merchants. That is  
whether any thing has occurred to affect the credit of Arismendi or  
Gerver. Should they find at Lima the new printer of the Philippine  
Company, whom I was told was to be a Mr Blanco, they might find it  
convenient for some reasons to make use of him. In such a case, I  
know of no objections. His character has been represented to be as  
very good & I have been assured that he has the most obliging  
disposition, he has been in responsible situation in Spain and  
generally acquitted himself with credit & to the satisfaction of his superiors.

Your Gentlemen should be particular in being polite and kind to  
the Dep't Collector at Callao, who has it in his power to be very obliging  
to them, some attention should likewise be shown to Calletero, the  
Lieut of the Resguardo, or precautionary guard & the guards at  
the Custom House at Callao, should all now some salt fish &  
Porter instead, among them, a large stock of these two articles  
should be sent as well as butter which is there a dollar per lb-  
and consequently many beggars for it. Should you purchase  
Bark in Lima, I should recommend your packing it yourself  
and your employing intelligent men to select it. Mr Gambini  
would in my opinion be very serviceable to your agents in this  
way as likewise in any small sales or purchases they may  
want to make - They will remember there is considerable ill blood  
between Mr Gambini & Mr Labadie, and Mr A - may speak  
against Mr G - The latter however I have found a very  
serviceable man & with good looking after would I have  
no doubt assist them in a way few others would -

Should you order Barks, you will remember that the Strong  
Yellow, in England is the Bolesaya, Strong Grey Suramalis,  
dark Grey Guarnes, best Quill - select Suramalis, Lopez of  
the same name but the fine Quill Suramalis, will bring  
nearly the same price.

Red Bark is of two kinds the best, & also a very inferior  
kind from Guayaquil - the latter does not sell in England  
Should you purchase Cocoa at Lima, be careful not to  
have it well examined. I know not only that it is fresh from  
Guayaquil but that it was not the whole Ship load from there.

I should recommend sales to be made promptly. In Lima  
the first offer is always the best & a Merchant seldom returns  
to offer more, & haggling is more common than offering less.

The above remarks are made by Capt  
Lemos. in a letter addressed to

November 1810 -



## Of Columbia River.

Charles Morris Esq.

From S<sup>W</sup> Columbia River I think was first discovered and entered by Capt. Gray in the ship Columbia of Boston about the year 1792 - who named it after the ship he commanded. It has since been frequently visited, both by English and Americans vessels for the purpose of Trade, either it is not considered by the traders as a place of much business and consequence as part of the most valuable fur (See other skins) and other large quantities of Beaver and land otters are sometimes found there, but it is visited principally to obtain some articles which are again sold to the Indians on the more westerly part of the Coast - It lies in Lat. 46° 15' N. - Long 124° 10' W from Greenwich. Nearly the entrance is a large Bar which renders it very difficult to pass except in very favourable weather. The best water I have found on the Bar is pure salt water, but as it is open to the whole Mass of the Pacific Ocean, there is generally so great a bar that a vessel could not go in without striking the tide running very swift on the Bar, which causes an appearance of breakers across the whole entrance. The Bar is not more than a cables length in width, and when over it, there are 5 fathoms water & secure anchorage at all seasons - Capt. Vancouver in the British Ship Discovery explored it farther up than any other voyager has done, and from his journal you may gather all that is useful to know respecting the navigation of the river. I have found no other real directions for this river in course.

Some time in the year 1811 a settlement was made at the entrance of this river, by a Mr. William P. Hunt who was in the service of John Jacob Astor Esq. of New York. I know very little of the subsequent prosecution, but have understood that the British Ship of War Racoon visited it in 1814 & 15 and that the British Flag was flying at the settlement, & of course it is now flying. I doubt whether any advantages commensurate with the expenses would be derived from any military establishment at this place. The Nations are very friendly and well disposed towards the Americans, but it is not so valuable for Trade as some Ports farther North. Mr. Canby and some other of the principal Chiefs were much gratified with the visit of Clark and Lewis - & was there some after their departure and found the natives anxious to establish an intercourse across the Country with the United States.

I have never heard of any cession of Territory being made by these Chiefs to any one but at Nootka Sound in Lat 49° 30'. a large cession was purchased by Capt. Menzies of this place, from Kiangina and the other Chiefs of the Tribe. This took place about the year 1790. and a valuable consideration was paid by Kiangina who received a regular Deed of his purchase. Probably this Deed is now in possession of some of his Family - The Trade to the N.W. Coast of America has been and probably will long continue a valuable branch of

commerce, both in a National point of view and as concerns  
the individuals engaged. The cargoes carried out have small  
value, many of the articles which compose them are of the growth  
and manufacture of this country. & these vessels return home, vic-  
tually with any valuable cargoes of Teas Silks & other produce  
of the Chinese Empire, for which we should be obliged to  
send no specie, were it not for the trade to this place -  
I have been on the Coast in company with 10 American vessels  
employing from 20 to 25 men each, but there are not usually so  
many in the Coast at a time - The Settlements of the  
Russians and English, particularly the former, has proved  
highly injurious to the American Trade. In some places the  
Russians have subjected the Native Indians to their control  
and monopolized the most valuable of the Fur. The  
largest Russian Establishment on this American Shore is  
at Norfolk Sound in Lat. 57. N. in what is called the Strait  
the Bay of St. Francis Frame about 60 miles North of the  
Port of St. Francisco - The most northerly of the Spanish Settlements  
on this Coast - I presume this Settlement is within our  
claim. Jurisdiction and I hope the subject will have the  
attention of Government. If the Russians continue this Estab-  
lishment and the large one at Norfolk Sound. They will soon gain  
such an ascendancy over the Indians along the intermediate  
Coast, as will shortly prove fatal to our trade in that  
Quarter of the world. -

The Russians also claim the exclusive right of catching  
seals on the Kurile or Seal Island situated between the  
Island of Japan and the American Continent along  
the Northern Coast of Asia -

They have no permanent Settlements on these Islands,  
but send parties there during the summer, who oppose the  
landing of Americans for the purpose of catching seals.

I very much doubt if the Americans have not  
the whole right. & the Russians have none to the privileges  
they claim, which is a very valuable one, and it would  
be highly advantageous to the Americans to participate  
in it - I have hastily offered these suggestions for your  
consideration and will with pleasure give you any  
details within my knowledge. That you may think ad-  
vantageous or useful to yourself, or interesting to Government -

Res<sup>t</sup>

Sign<sup>d</sup>

Written in Nov. 1810.

W<sup>m</sup> Sturges



From Canton across the China Sea.

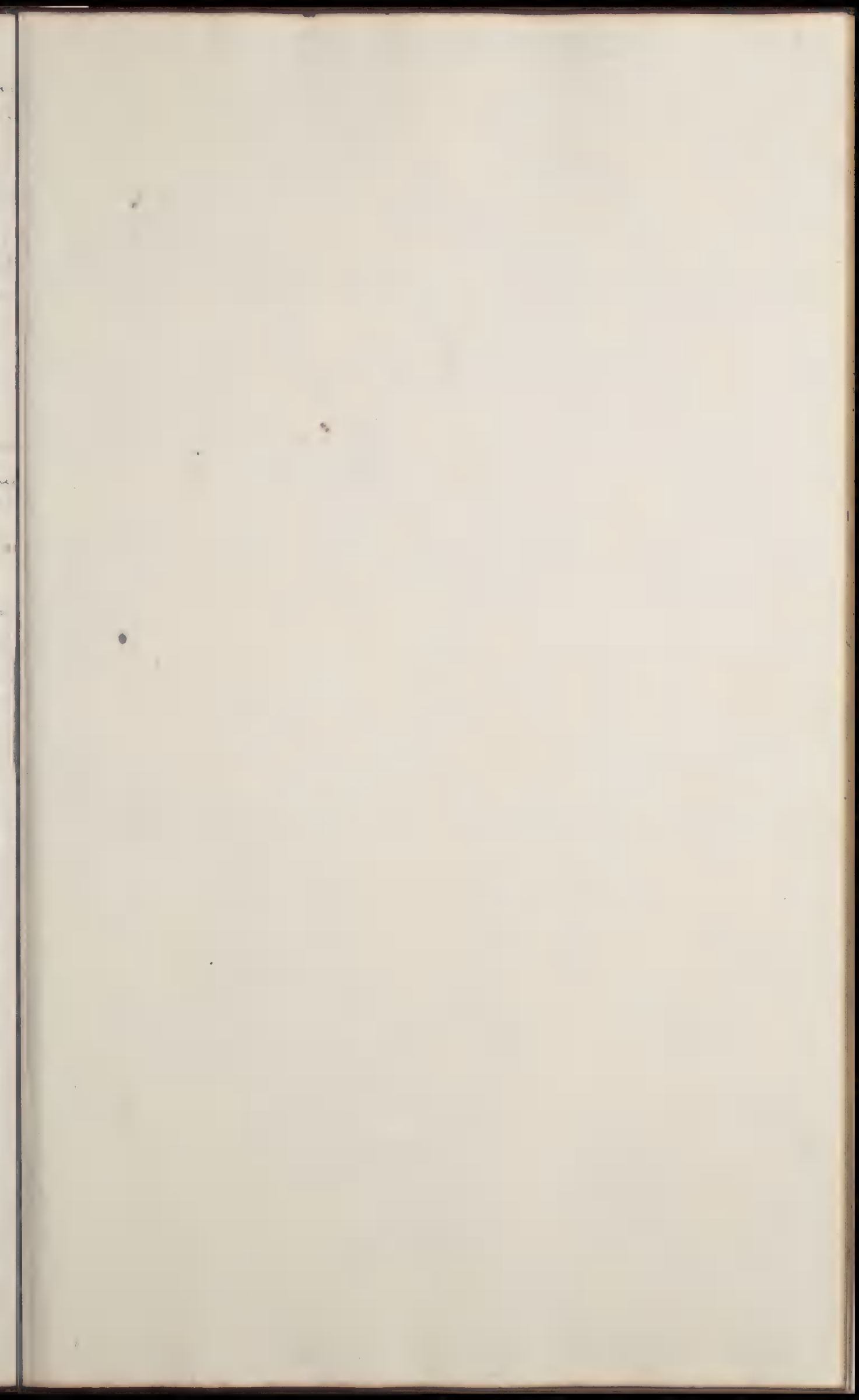
April 5<sup>th</sup> 20. At 2 P.M. weighed anchor and made sail from Canton stood for Macao Roads. With a light breeze from the South<sup>2</sup> and East<sup>2</sup> at 3.00 hove too to clear and pick the Anchor at 3.30 hove too. Made sail at 4 P.M. in seven fathoms water. The best end of Linlin bore N.W. The South Point S. 1/2 E. 1/2 S. from 4 to 6. Light baffling wind and clear ship dropping fast to the South. With the 3<sup>rd</sup> tide - at 5 the best Point of the Island Same Rock bore S. 1/2 W. 1/2 W. - at 7.15 anchored in 4 1/2 fathoms soft bottom. A ship at anchor to the S.E. and W. of same Island - at 9.45 a.m. weighed anchor and stood down Macao Roads for Sea. We find the soundings to coincide with H.P. Chart - at 12.00 hove too and has changed the Pilot. The Peak of the Grand Lighthouse bearing S. 1/2 E. 1/2 S. South West end of the Little Lighthouse S. 1/2 E. 1/2 S. Soundings 5 1/2 fathoms soft bottom by the Bearings. Lat in 22.10 N Long 113.27 E.

From 27<sup>th</sup> to 28<sup>th</sup> of April.

Weather pleasant. Ship under all running sail. Soundings from 18 to 21 fathoms.

27<sup>th</sup> Commenced the tow of Chinese bolls to the Deep. Who "died" this morning off the 10 fathoms. After a long sleep at 7 P.M. the black-headed bank. bore by calculation 10.00 N. (to Canton Bay) 52 miles.

28<sup>th</sup> Commenced the tow of William Perry to the Deep. Who died this morning off the 10 fathoms with a long sleep.





From Canton down the Chino Sea

# To Pulo Condore

April 29<sup>th</sup> 1820 — a light wind from S.W. and fine weather, thickened  
 fog in fore Pulo Condore. Sailing from 21 to 17 fathoms. Spent day, time and  
 there. at 2 P.M. the boat sail and made several hauls with the dredge. but  
 caught nothing. at 5.1 P.M. in 15 fathoms water. Center of Pulo  
 Condore. bearing W. 4 N. North extreme point of the Group W by N 1/2 W. Southern  
 extreme - W by S 1/2 S. the White Rock. N W by W 3/4 W. — found a current  
 setting East one third of a mile. — throughout the night moderate breezes and  
 clear. The current changed to W. N. W. probably a regular S.E. and flow.  
 This forenoon saw from the mast head three boats. bearing W. N. W. supposed  
 them to be China ships. belonging to the French. ships Place by the boat.  
 84<sup>th</sup> N. Long 105. 42 3. — Horsburg places the Center of the Island  
 in 105. 42 3. and his bearings would make no distance, agreeing  
 precisely with D. R. Rep. however makes it in 105. 37 3. agreeing with our  
 observations — the Center of the Group, and the largest of the Islands.  
 and — the name of Pulo Condore. is from 2 to 4 miles in breadth formed by a  
 ridge of high mountains, and has been determined by observation & geodetic  
 calculation to be 1500 feet above the level of the sea. It is inhabited by  
 people from Annam, Laos and Cochinchina, who reside in a village on the  
 S.E. side of the Island where the Great Bay is situated. The English settled  
 and built a Fort here in 1702. but a few years afterwards were mostly  
 cut off by the Macassar soldiers in their employ. The village is on a plain  
 at the bottom of the Bay, and the inhabitants subsist chiefly on yams,  
 pumpkins fruit and fish. The chief of the village has instructions from the  
 King of Cochinchina, to whom he is tributary to furnish Pilots for ships  
 bound to Cape St James Bay. — The Harbour of Pulo Condore is formed  
 between the west end of the principal Island, and an adjoining high  
 Island. called sometimes little Condore the S.E. point of which nearly joins  
 to the principal one but they are separated about 1/2 a league to the  
 North — here the depths are 9 and 10 fathoms. mud, deepening gradually  
 to 5, 4 & 3 fathoms near the flat that occupies the bottom of the Bay, and is  
 dry at low water — The Harbour is well sheltered by surrounding hills,  
 and fresh water may be obtained in a small bay on the S.E. side that  
 on the West side being brackish — The tide rises 3 & 4 feet high water at  
 3 hours on full and change — The Islands abound with timber, but there  
 are no articles of trade to be procured. The soil being generally dry and  
 unfruitful, the Country are healthy, and abounding with reptiles — There  
 is no inducement for strangers to visit the Island — White Rock lies about  
 10 or 15 to 20 miles from the Group to the N<sup>th</sup> and East<sup>ly</sup> is remarkable  
 for its colour (from which it derives its name)

April 30<sup>th</sup>  
 at 2.30 P.M. weighed anchor and made sail shaping our course for Pulo  
 Condore. During the day worked the dredge. (apt with bad luck.)  
 at 6 P.M. White Rock. bore N. N. W 1/4 W.  
 1<sup>st</sup> of May 1820.  
 Throughout the day light winds and variable. During the night fresh  
 and clear and weather. with the exception of a few rain squalls  
 Pulo Condore bears S by W 1/4 W  
 Dist. 170 miles.



Pulo Bar.

May 2<sup>d</sup> At 1.15 discovered a strange sail bearing S.W. standing for us made all sail for the strange - at 5.30 saw her and boarded the ship. Her brother of Salem Capt. Gilchrist. last from the Coast of Sumatra with Ref. for Canton. at 7 filled away and kept the ship her course. Throughout the day fine weather and pleasant breeze. Ship under all running sail.

May 3<sup>d</sup> In Pulo Bar winds and pleasant. During the night generally calm with variable weather, and frequent showers of rain. At 10 A.M. made the middle part of the middle mountain, bearing East. At 11 the Island in sight. At 4 P.M. a strange ship in sight. Made for her & boarded. The American ship. Constellation. Capt. Boscawen. Capt. Magee. bound to Canton. Received Papers & Letters by her.

May 5<sup>th</sup> Commenced light breeze and cloudy. the center of Pulo Bar. Looe N by S. Pulo Bar. S.W. took in three sails & commenced down. at 8.15 P.M. shortened sail and came to anchor in 24 fathoms water. Bore grey smoke. Pulo Bar. bearing S.W. the West end of Timore N.W. Center of Pulo Bar N by S. Sent two of our Boats in search of water. Long by Chron 104. 22. E. Lat. 2° 24' N. Hauling down the along of Pulo Bar. in 104° 34' 30. E. drifting from the shoal to the Eastward.

Pulo Bar.

Pulo Bar is in Lat. 2° 24' N & long 104° 34' E. and is generally supposed as a point of departure for ships bound to and from China. It is small bound of a chain of high hills, the Easternmost of which is in the form of a Dome, is the highest & may be seen in clear weather at the distance of 15. or 18 leagues from Deck. It is covered with trees principally of the Cocoa nuts with the Palmetto some banana

Jacob C. ...

May

May 14<sup>th</sup>

1886

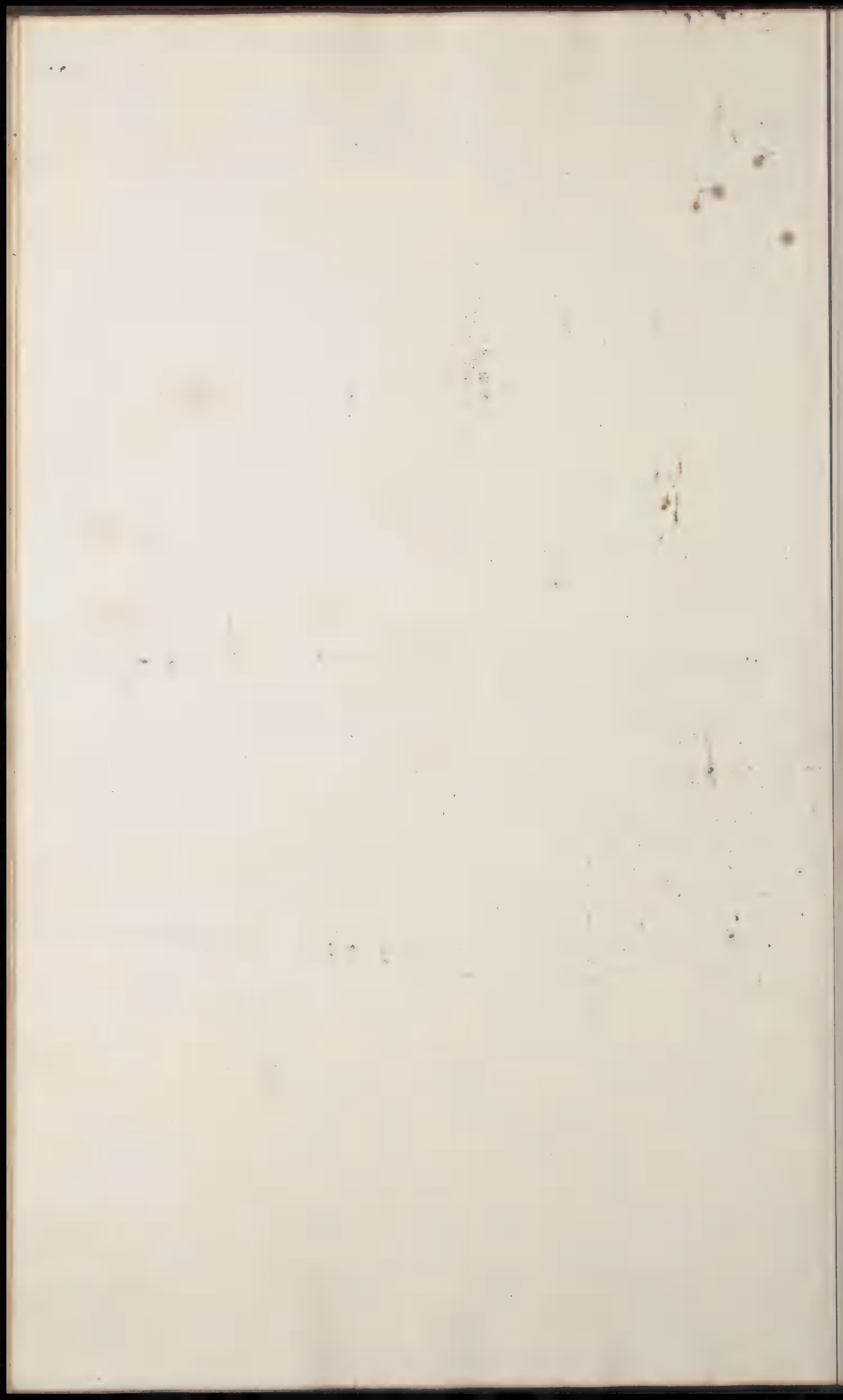
May 14<sup>th</sup> 1886. Commences light winds from the S<sup>W</sup> and does not stop day.  
Sams and Leopold watering. at 5 finish watering - at half past 5  
weigh anchor and made sail off the land. Soundings from 17 to 20 fathoms  
sand and shells. at 8.15 come to in 25 fathoms water bottom. The current  
running S by E 1 knot 5 fathoms. During the night light rain  
and cloudy at 10 P.M. weigh anchor with a light breeze from the S by E  
& stand off again. The Peak of Palo Alto bearing N by W + W.  
The 12<sup>th</sup> at 12.20 P.M. discovered a strange sail bearing S by W. at 4.  
calm. Supposing the current to be drifting us to the S by E. Thought it  
was convenient to anchor. came to in 27 fathoms water. Bottom sand and  
shells Palo Alto bearing N by W + W. at 4.50 A.M. got under way and  
stood to the S<sup>W</sup> and W<sup>2</sup>. Current setting S. by E 1 knot.

up to the 15<sup>th</sup>

Secret Code unobscured

J





21





Postmark



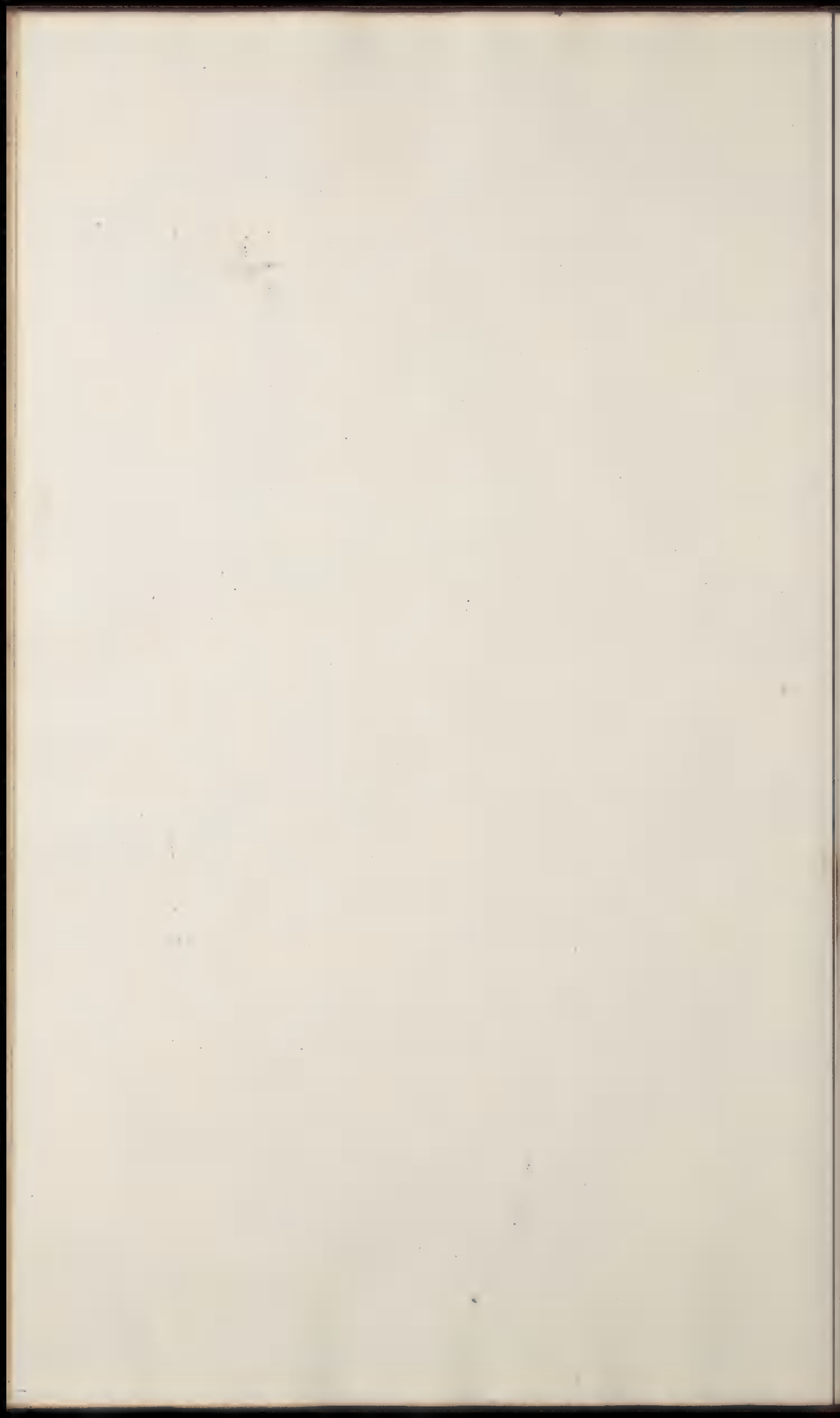
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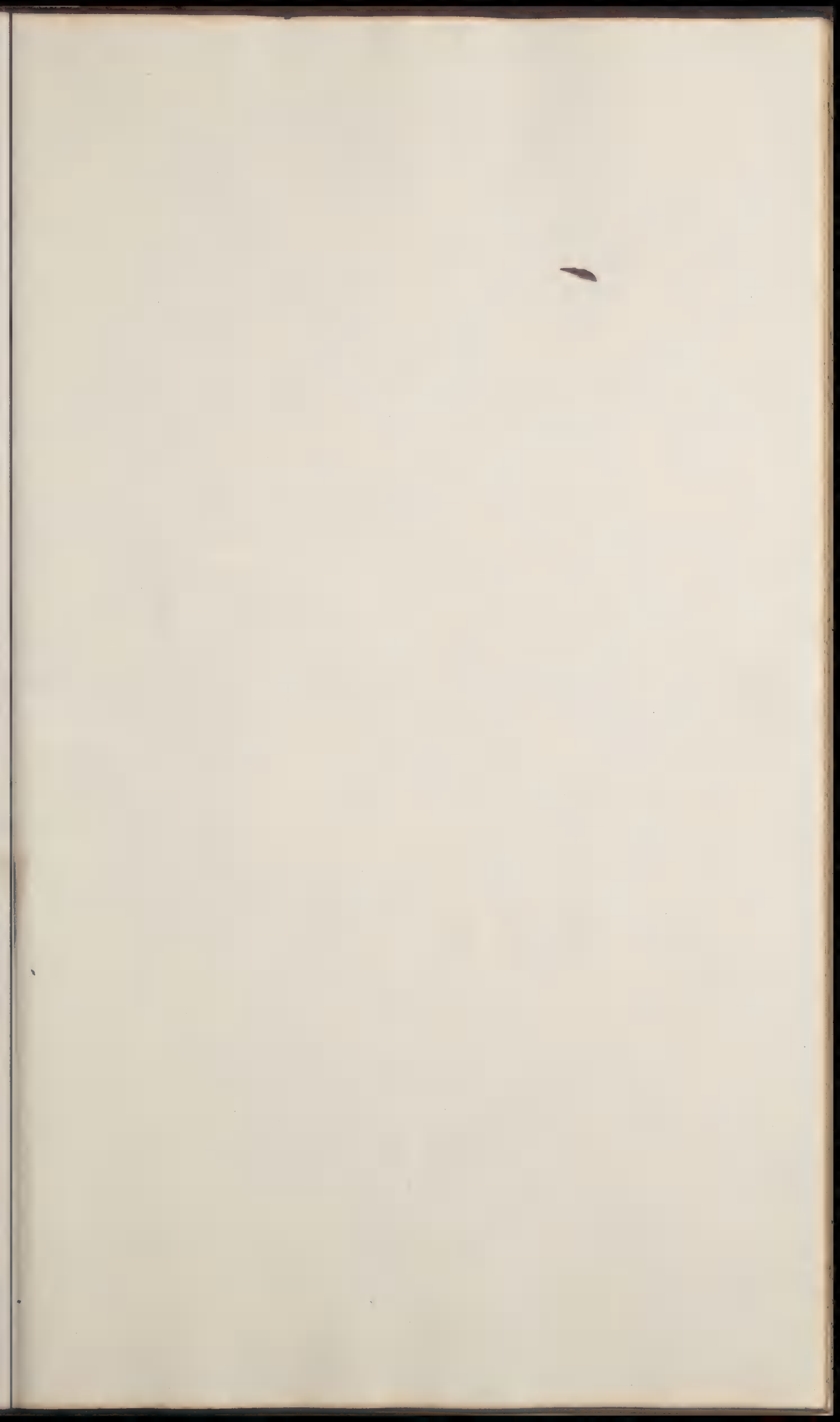
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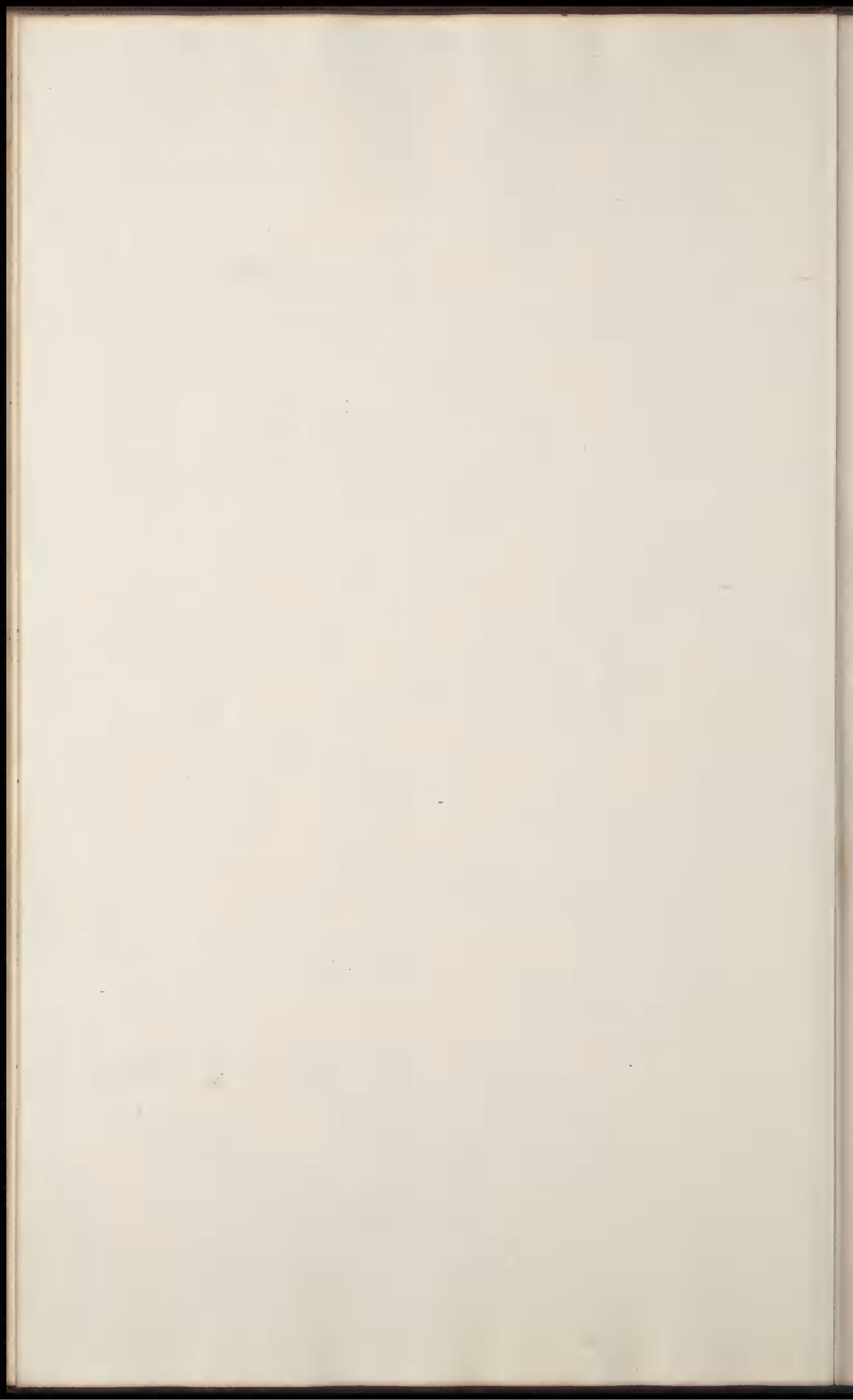
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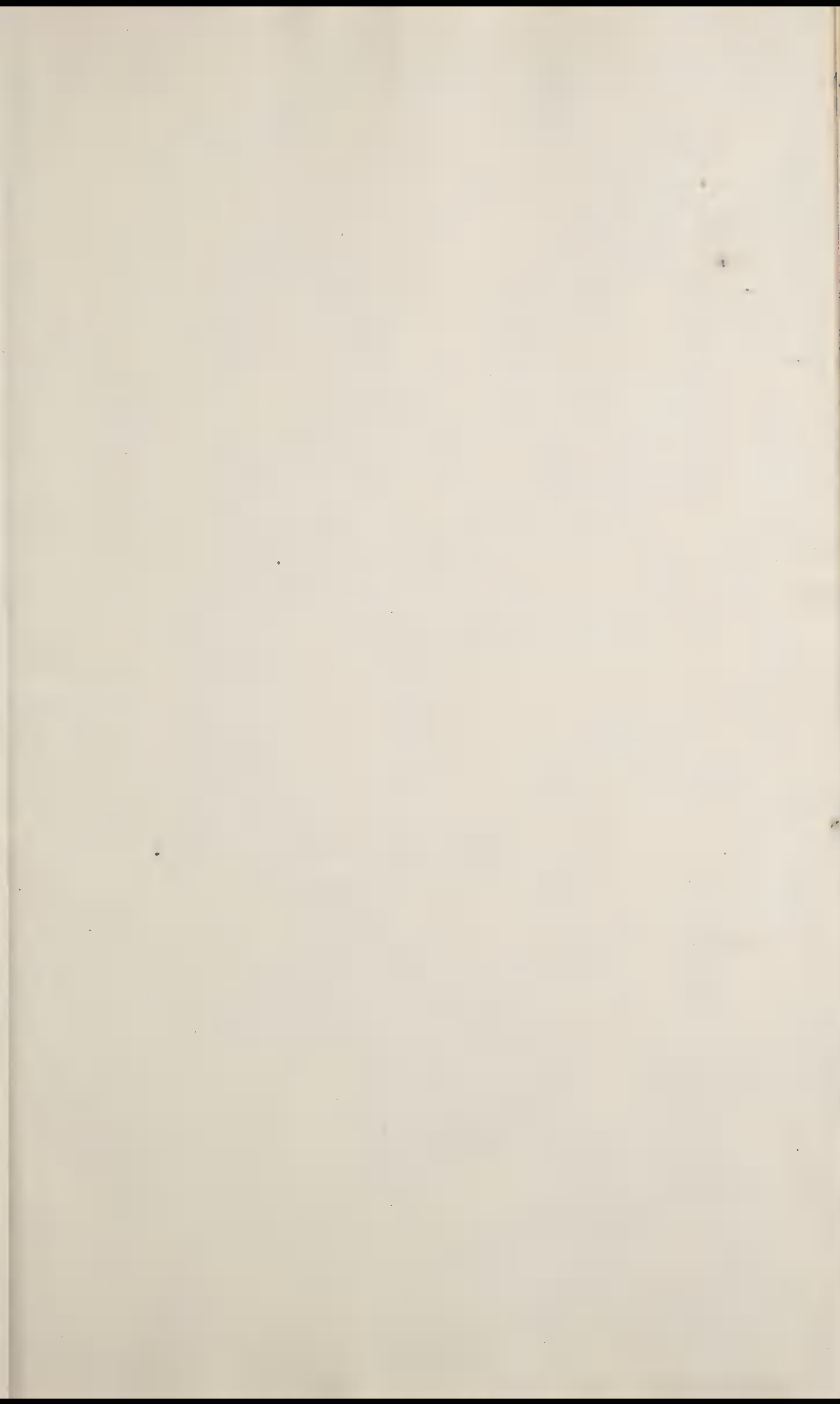




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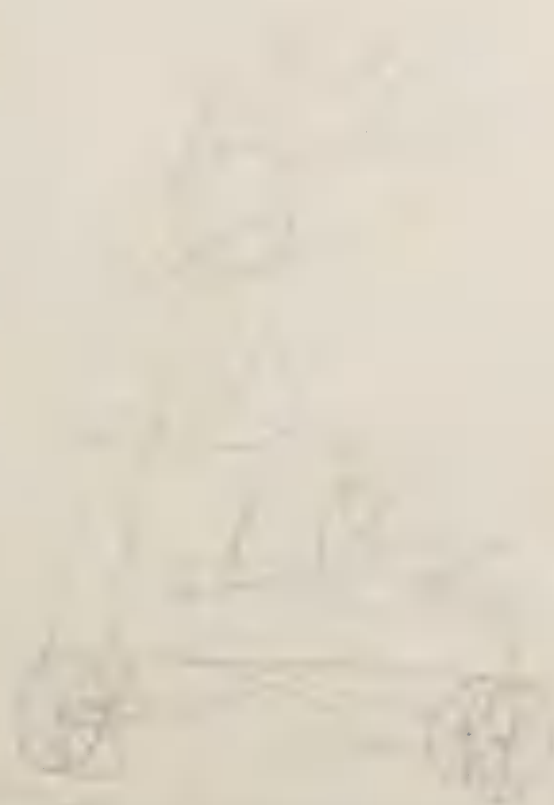


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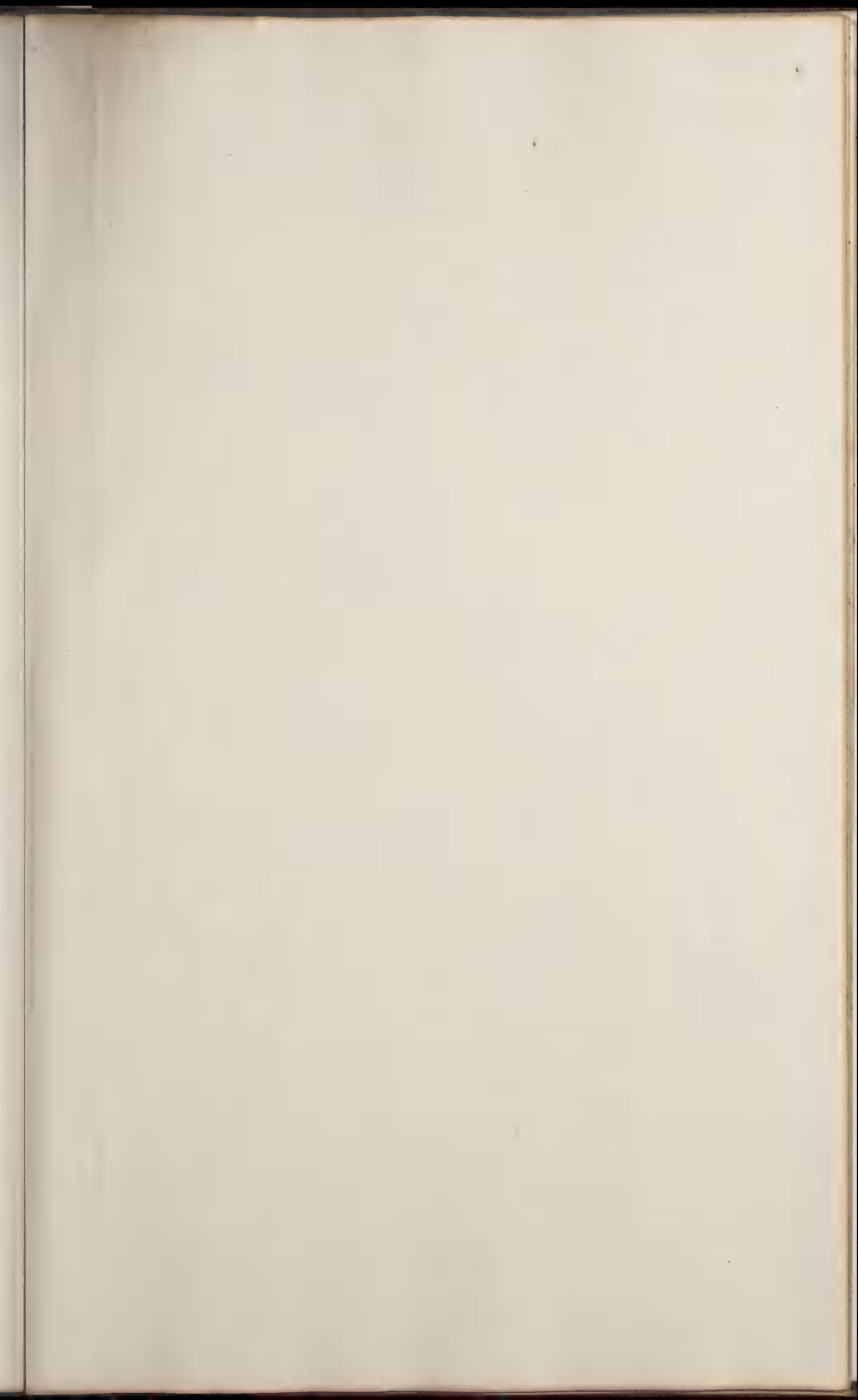






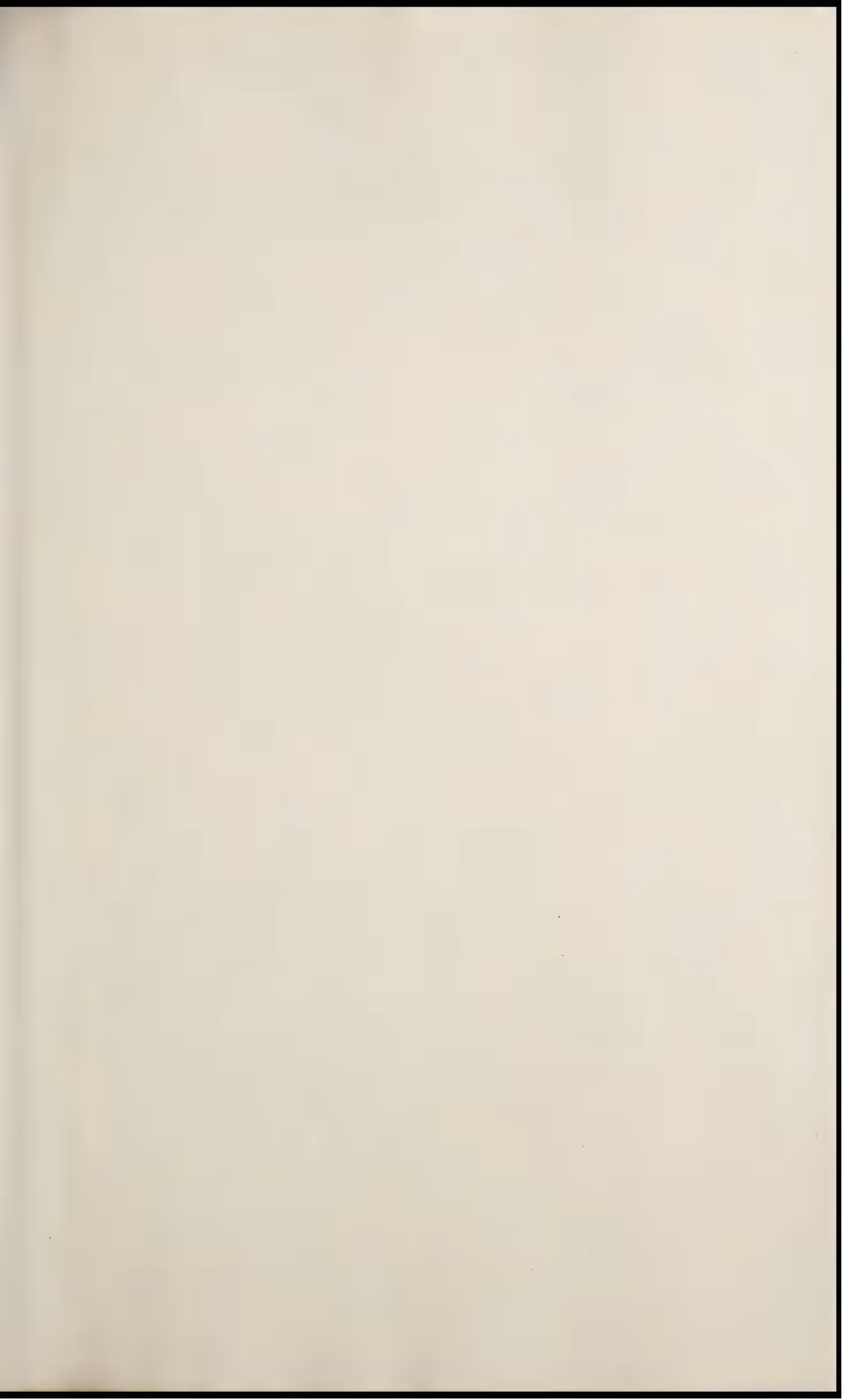








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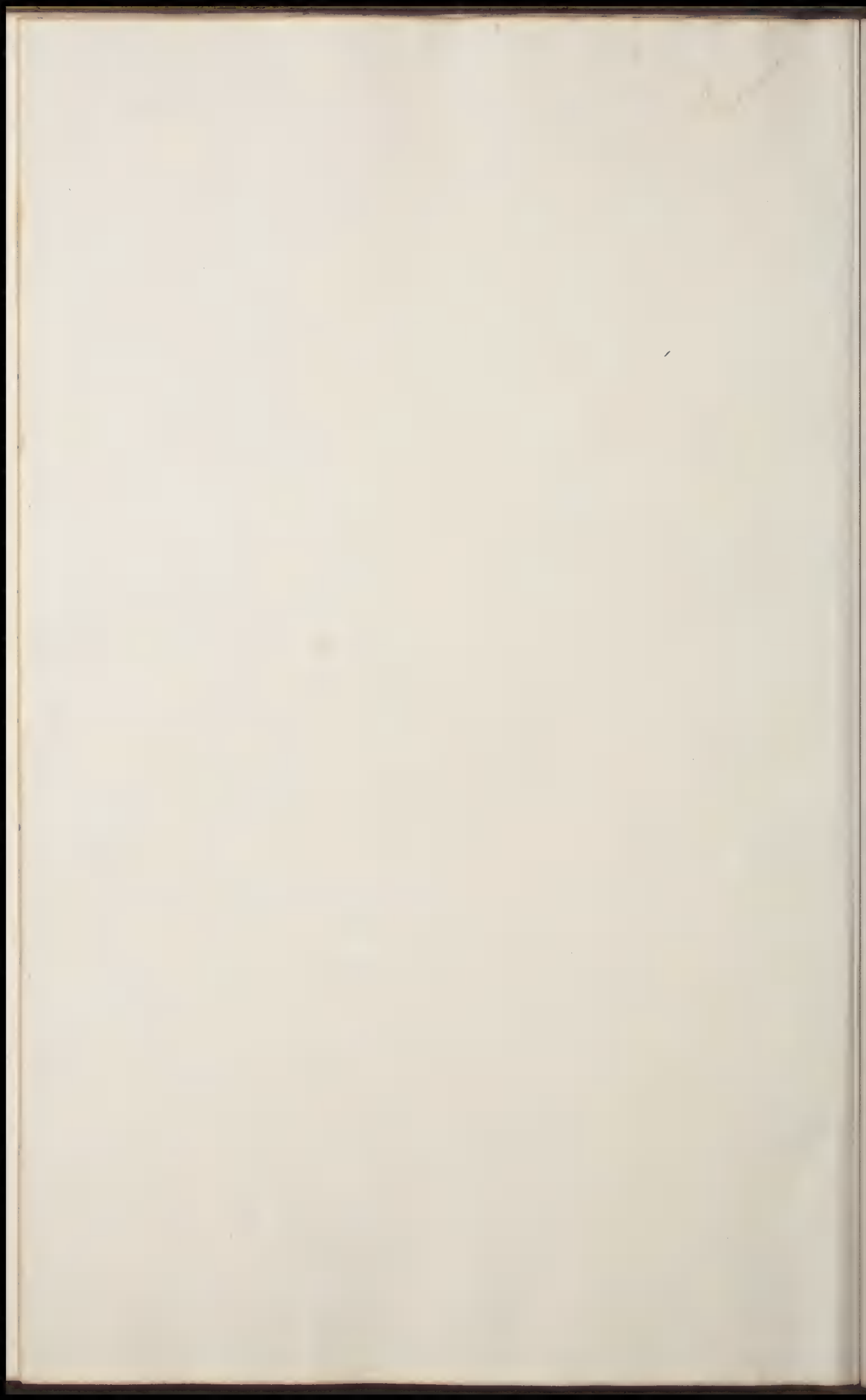


Boston

March

J. D. Palmer

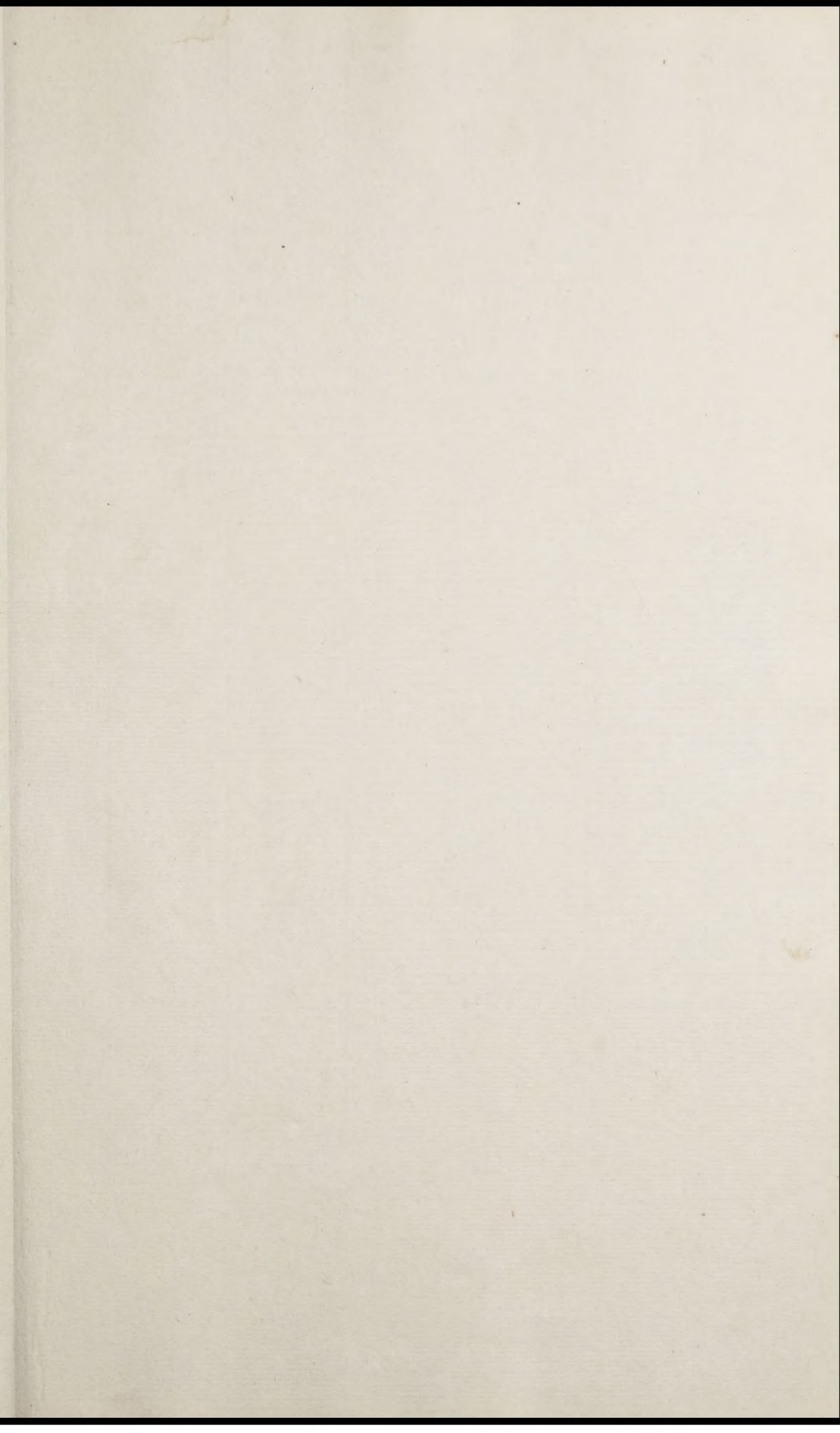








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